

# **Appendix H**

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## Transportation Appendix

# **Appendix H.1**

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Traffic Study

**TRAFFIC STUDY  
FOR THE  
citizenM HOTEL PROJECT**

**HOLLYWOOD, CALIFORNIA**

NOVEMBER 2016

PREPARED FOR  
**citizenM HOTELS**

PREPARED BY



**TRAFFIC STUDY  
FOR THE  
citizenM HOTEL PROJECT  
HOLLYWOOD, CALIFORNIA**

November 2016

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# **Chapter 1**

## **Introduction**

This study presents the traffic impact analysis for the citizenM Hotel (Project), located in the *Hollywood Community Plan* (Los Angeles Department of City Planning, 1988) area of the City of Los Angeles (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

### **PROJECT DESCRIPTION**

The Project proposes the development of a 216-room affordable luxury hotel with up to approximately 4,354 square feet (sf) of publicly accessible restaurant uses at 1718 N. Vine Street (Project Site) in the Hollywood community of the City. The Project Site's approximately 6,393 sf existing restaurant and surface parking lot will be removed with development of the Project.

Parking for the Project would be provided on-site within three subterranean parking levels. Vehicular access to the Project Site would be provided via a full-access driveway on Vine Street. A total of 79 automobile parking spaces and 124 bicycle parking spaces would be provided.

The conceptual Project Site plan is shown in Figure 1.

### **PROJECT LOCATION**

Generally, the Project Site is bounded by a surface parking lot to the north, the Pantages Theatre to the east, mixed-use residential and commercial uses to the south, and Vine Street to the west. Other nearby uses includes commercial uses and multi-family residential developments.

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The Project Site is located less than one-quarter mile south of the Hollywood Freeway (US 101), which provides regional access between downtown Los Angeles (approximately five and a half miles southeast) and the San Fernando Valley (approximately eight miles northwest). Regional and local access to the Project Site is primarily provided by Vine Street and Hollywood Boulevard.

The Project Site is located less than 500 feet north of the Los Angeles County Metropolitan Transportation Authority (Metro) Hollywood/Vine station. This station serves Metro's Red Line subway, which travels between Union Station in downtown Los Angeles and North Hollywood in the San Fernando Valley at 10-minute intervals during the commuter peak periods. Additionally, transit bus service is provided throughout the Study Area by Metro, LADOT's Downtown Area Shuttle (DASH) service and LADOT's Commuter Express (CE) bus lines.

## **TRAFFIC ANALYSIS METHODOLOGY**

### **Study Scope and Analysis Conditions**

The scope of analysis for this study was developed in consultation with LADOT. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated June 2016, which was reviewed and approved by LADOT. As part of the MOU, a review of the freeway impact analysis screening criteria on the California Department of Transportation (Caltrans) facilities (i.e., ramps and freeway segments) was prepared pursuant to the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (State of California and City of Los Angeles, December 15, 2015) ("Caltrans Agreement"). A copy of the signed MOU, which includes the Caltrans freeway screening analysis, is provided in Appendix A. As detailed in the MOU, the Project-related traffic on Caltrans freeway facilities would not exceed the thresholds of the Caltrans Agreement. Thus, no further Caltrans analyses were required.

This study analyzed the potential Project-generated traffic impacts on the street system in the vicinity of the Project Site as compared to existing conditions and projected future conditions at the time the Project is expected to be occupied (year 2021). Potential intersection impacts were

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evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of 21 study intersections, including 17 signalized and four unsignalized, in the vicinity of the Project Site were selected for detailed traffic analysis. This area is considered the traffic analysis Study Area. The intersections are listed in Table 1 and shown in Figure 2.

Consistent with *Traffic Study Policies and Procedures* (LADOT, August 2014), the following traffic conditions were developed and analyzed as part of this study:

- Existing Conditions (Year 2016) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Study Area. Intersection turning movement counts at the study intersections were collected in April and May 2015 during the typical weekday morning (7:00 AM to 10:00 AM) and evenings (3:00 PM to 6:00 PM). These counts were adjusted by 1% per year to reflect year 2016 conditions. Local schools were in session when all traffic counts were conducted and the weather conditions were typical. Fieldwork (lane configurations and signal phasing) for the analyzed intersections was also collected and reconfirmed in late 2015. Intersection lane configurations are provided in Appendix B, traffic count worksheets in Appendix C, and level of service (LOS) worksheets in Appendix D.
- Existing with Project Conditions (Year 2016) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions. This analysis evaluates the potential Project-related traffic impacts as compared to Existing Conditions.
- Existing with Project with Mitigation Conditions (Year 2016) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions, including the effect of any mitigation. In this analysis condition, the Project-generated traffic with mitigation incorporated is added to the Existing Conditions.
- Future without Project Conditions (Year 2021) – This analysis condition projects the potential intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by year 2021. This analysis provides the conditions by which the Project impacts are evaluated in the future at full buildout. This scenario includes roadway improvements constructed by other projects in the Study Area that will be in place prior to Project occupancy.
- Future with Project Conditions (Year 2021) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were occupied in the projected buildout year. In this scenario, the traffic generated by the Project is added to Future without Project Conditions.
- Future with Project with Mitigation Conditions (Year 2021) – This analysis projects the potential intersection operating conditions that could be expected if the Project were

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occupied in the projected buildout year, including the effect of any mitigation. In this analysis condition, the Project-generated traffic with mitigation incorporated is added to the Future without Project Conditions.

### **Signalized Intersection Analysis Methodology**

Intersection capacity has been analyzed using the “Critical Movement Analysis (CMA) – Planning” (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) methodology in accordance with the *Traffic Study Policies and Procedures*. The CMA methodology was implemented using LADOT’s CalcaDB Lite spreadsheet application to analyze intersection operating conditions. The methodology calculates the volume-to-capacity (V/C) ratio, which is used to determine the intersection LOS according to the LOS definitions provided in Table 2. It should be noted that based on field observations, the CMA methodology does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and, thus, the calculated average operating conditions may appear better than is observed. LOS worksheets for each scenario are provided in Appendix D.

The City’s Automated Traffic Surveillance and Control (ATSAC) system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been implemented in the City. ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system



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improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

Each of the signalized study intersections is equipped with both ATSAC and ATCS. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to each intersection to reflect the benefits of ATSAC and ATCS control. The capacity increases are applied within the CalcaDB Lite software and, therefore, are inherent in the analysis results.

### **Unsignalized Intersection Analysis Methodology**

Based on *Traffic Study Policies and Procedures*, the unsignalized intersections in the Study Area were evaluated to determine the need for the installation of a traffic signal. The unsignalized intersections were analyzed using *2010 Highway Capacity Manual* (Transportation Research Board, 2010) (HCM) methodology to determine the overall intersection delay. The HCM methodology calculates the average delay, in seconds, of a vehicle passing through the intersection in any direction. The average delay is used to determine the intersection LOS according to the LOS definitions provided in Table 2. The analysis worksheets for each scenario are provided in Appendix D.

Pursuant to *Traffic Study Policies and Procedures*, if, based on the estimated delay, the resultant LOS is E or F in the Future with Project Conditions, the intersection should be evaluated for the potential installation of a new traffic signal through a traffic signal warrant analysis. It should be noted that the determination that an unsignalized intersection meets the criteria of a traffic signal warrant does not in itself require the installation of a signal. Rather, the decision on whether a traffic signal should be installed is made by the governing jurisdiction's taking into consideration other factors such as distance to adjacent signalized intersections and interruption to traffic flow along the major street.

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## IMPACT CRITERIA AND SIGNIFICANCE THRESHOLDS

### Signalized Intersections

The significance of the potential impacts of Project generated traffic at the signalized study intersections was determined using criteria identified in *Traffic Study Policies and Procedures*. LADOT guidelines indicate that a project is considered to have a significant traffic impact on a signalized intersection if the increase in the V/C ratio attributable to the project exceeds a specific threshold depending on the final intersection LOS. LADOT has developed a sliding scale methodology in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the V/C ratio of the intersection increases:

| Intersection Conditions with Project Traffic |               | Significant Impact Threshold for Project-related Increase in V/C Ratio |
|--|---------------|--|
| LOS  | V/C           |  |
| C  | 0.701 – 0.800 | Equal to or greater than 0.04  |
| D  | 0.801 – 0.900 | Equal to or greater than 0.02  |
| E, F   | > 0.900       | Equal to or greater than 0.01  |

*Source: City of Los Angeles.*

The relative impact of the added traffic volumes to be generated by the Project was evaluated based on analysis of existing and future operating conditions at the study intersections, with and without the Project.

## ADDITIONAL TRAFFIC ANALYSES

### Congestion Management Program

An analysis also was conducted according to *2010 Los Angeles County Congestion Management Program (CMP)* (Metro, 2010) guidelines. The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed (1) for all CMP arterial monitoring intersections where a project

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would add 50 or more trips during either the AM or PM weekday peak hours and (2) all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the AM or PM weekday peak hours. In addition, it requires a review of potential impacts to the regional transit system.

The required CMP analyses were performed, as detailed in Chapter 10, in accordance with the TIA guidelines referenced in the CMP.

### **Caltrans**

Caltrans facilities were evaluated according to the requirements of the Caltrans Agreement, which identifies a series of screening criteria that, if any are met by the Project, require a more detailed analysis of Caltrans facilities. Although the Project-related increases on the freeway segments and off-ramps do not meet the screening criteria, as detailed in the approved MOU, further Caltrans analysis was conducted based on the methodology detailed in *Guide for the Preparation of Traffic Impact Studies* (Caltrans, December 2002) and is provided in Appendix F.

### **State of California Senate Bill No. 743**

*Senate Bill 743* (Steinberg, 2013) (SB 743), made effective in January 2014, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis will shift from driver delay to vehicle miles travelled (VMT), reduction of greenhouse gas emissions (GHG), and creation of multimodal networks and promotion of mixed-use developments. Although originally scheduled to be fully implemented by January 1, 2016, an extension has allowed cities more time to establish an analysis methodology.

In addition, SB 743 adds Public Resources Code Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." A transit priority area is defined as an area within one half-mile of an existing or planned major transit stop. Public Resources Code Section 21064.3 defines a major transit stop

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as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon commute periods. The Project is located in a transit priority area as it is within 500 feet of the Metro Red Line Hollywood/Vine station.

The Project characteristics (e.g., its location, proximity to transit, access to other nearby destinations, pedestrian connections, bicycle amenities, etc.) would encourage non-automobile modes of transportation such as walking, bicycling, carpool, vanpool, transit, etc. Further, the Project is within walking distance to the Metro Red Line Hollywood/Vine station and, therefore, more patrons of the Project and other institutions in the area would utilize transit, which would reduce the number of single occupant vehicles traveling to/from the Project Site. The Project would therefore reduce vehicle trips and encourage walking, public transit ridership and bicycle travel, which results in corresponding reductions in VMT, air quality emissions and transportation-related GHG emissions.

Since the Project is located in a transit priority area as defined in Public Resources Code Section 21099, the Project's parking impacts shall not be considered significant impacts on the environment. Therefore, the analysis regarding Project parking is provided for informational purposes only.

### **Additional Review and Analysis**

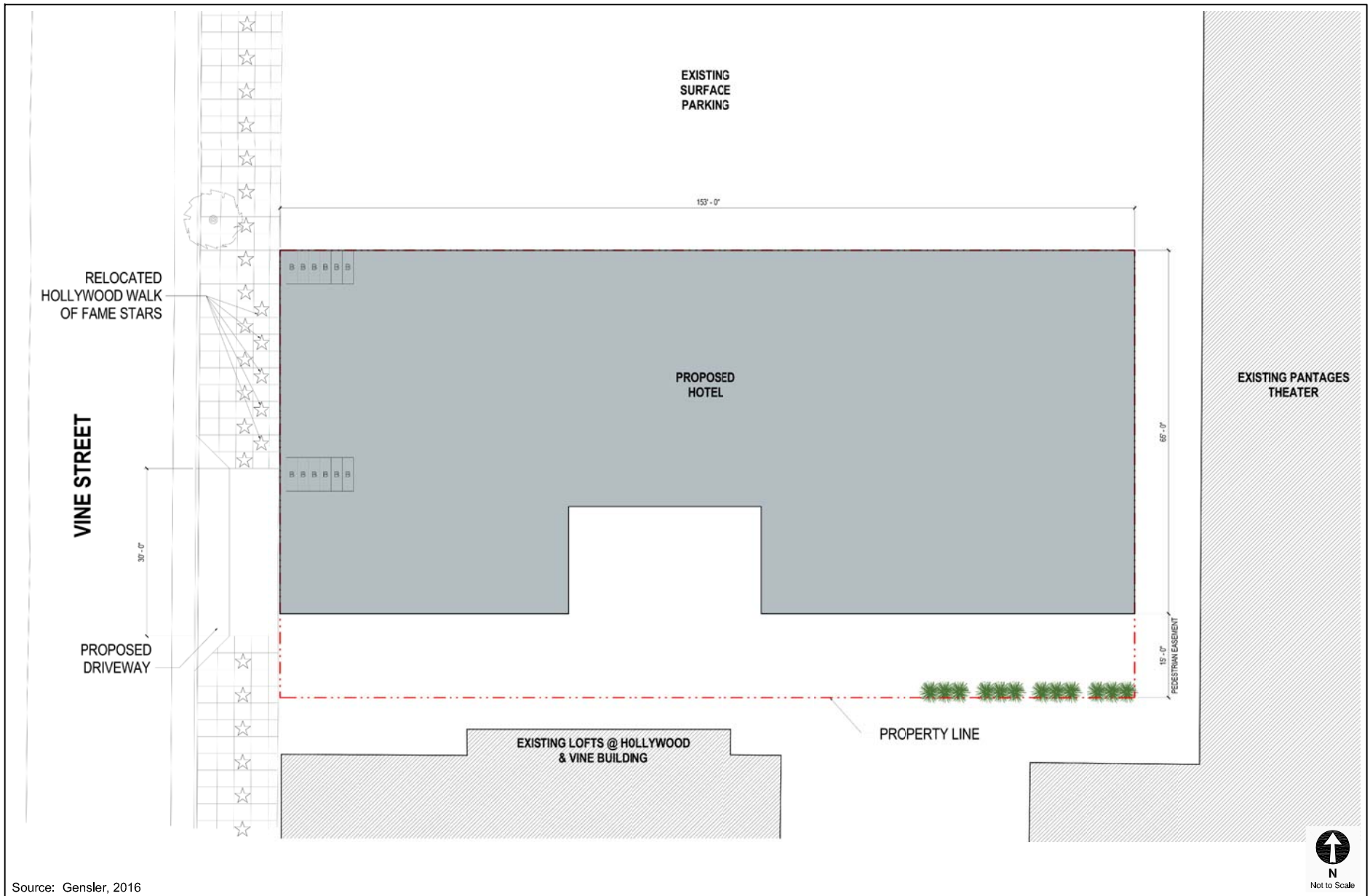
In addition to the various intersection analyses and the CMP analysis discussed above, this study includes a review of various other features and conditions related to the proposed Project. These include a review of Project access and circulation, parking requirements and proposed supply, and an analysis of potential traffic impacts associated with the Project's construction.

### **ORGANIZATION OF REPORT**

This report is divided into 13 chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3

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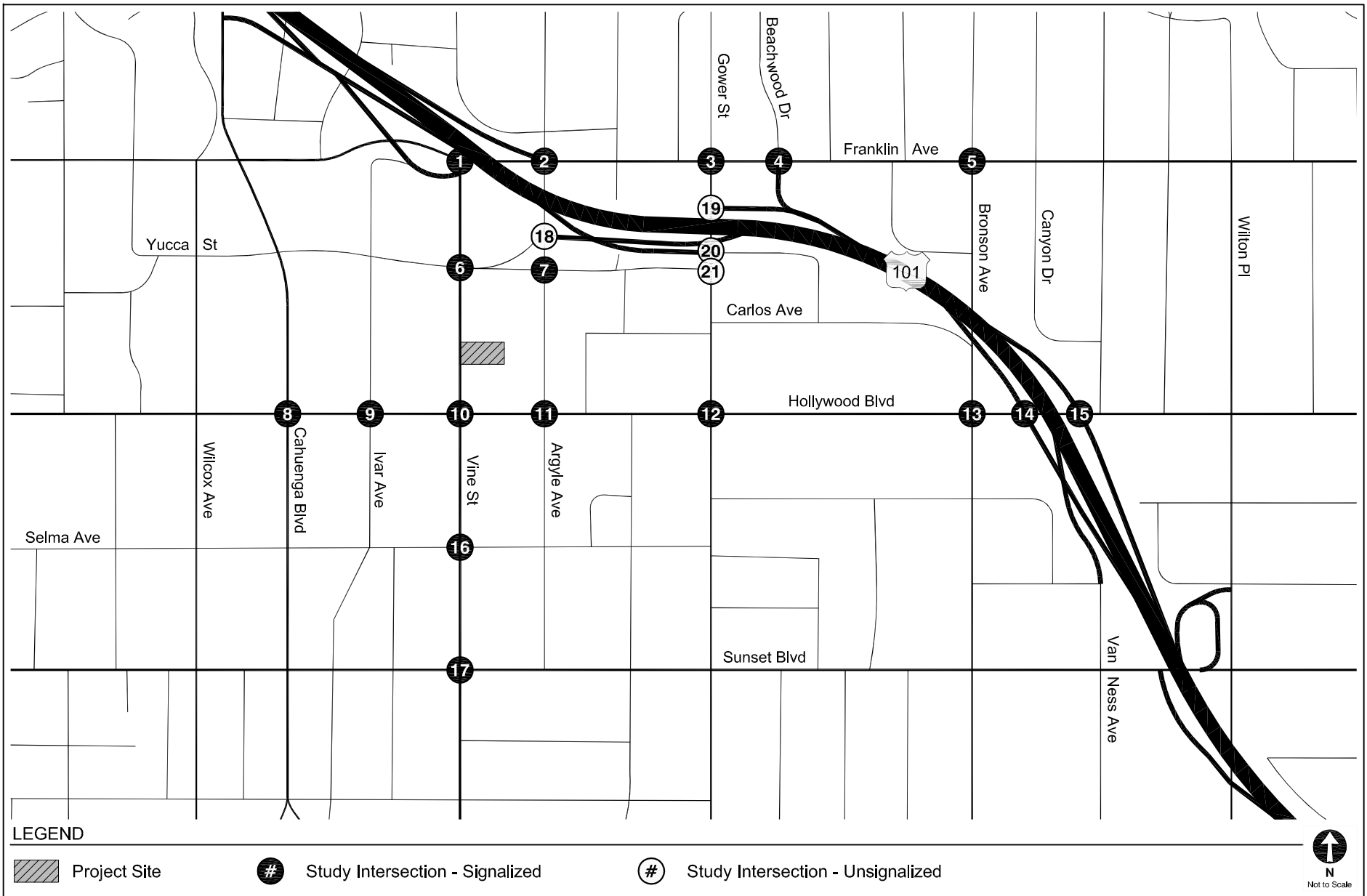
forecasts the Future without Project Conditions. Chapter 4 describes the procedure used to forecast Project traffic volumes and distribution through the Study Area. Chapter 5 presents the intersection operating conditions associated with operation of the Project on top of Existing Conditions. Chapter 6 presents the intersection operating conditions associated with operation of the Project on top of Future without Project Conditions (year 2021). Chapter 7 identifies the potential significant traffic impacts, prior to mitigation, of the proposed Project under Existing with Project and Future with Project Conditions. Chapter 8 describes the traffic improvement and mitigation program designed to reduce the impacts of the Project to the extent possible. Chapter 9 presents the intersection operations of the unsignalized intersections and the signal warrant analysis. Chapter 10 presents the regional CMP analysis. Chapter 11 describes site access and internal circulation. Chapter 12 presents the code parking requirements of the Project. Chapter 13 presents the impacts associated with the construction phase of the Project. The Appendices contain supporting documentation and additional details of the technical analyses, as well as the additional analysis described above.



Source: Gensler, 2016

SITE PLAN

FIGURE  
1



STUDY AREA

FIGURE  
2

**TABLE 1  
STUDY INTERSECTIONS**

| <b>No.</b>                               | <b>Intersection</b>   | <b>Jurisdiction</b>            |
|--|---|--------------------------------|
| <b><i>Signalized Intersections</i></b>   |   |                                |
| 1.                                       | Vine Street & Franklin Avenue / US 101 Southbound Off-Ramp      | City of Los Angeles / Caltrans |
| 2.                                       | Argyle Avenue & Franklin Avenue / US 101 Northbound On-Ramp     | City of Los Angeles / Caltrans |
| 3.                                       | Gower Street & Franklin Avenue                                  | City of Los Angeles            |
| 4.                                       | Beachwood Drive / US 101 Northbound Off-Ramp & Franklin Avenue  | City of Los Angeles / Caltrans |
| 5.                                       | Bronson Avenue & Franklin Avenue                                | City of Los Angeles            |
| 6.                                       | Vine Street & Yucca Street                                      | City of Los Angeles            |
| 7.                                       | Argyle Avenue & Yucca Street                                    | City of Los Angeles            |
| 8.                                       | Cahuenga Boulevard & Hollywood Boulevard                        | City of Los Angeles            |
| 9.                                       | Ivar Avenue & Hollywood Boulevard                               | City of Los Angeles            |
| 10.                                      | Vine Street & Hollywood Boulevard                               | City of Los Angeles            |
| 11.                                      | Argyle Avenue & Hollywood Boulevard                             | City of Los Angeles            |
| 12.                                      | Gower Street & Hollywood Boulevard                              | City of Los Angeles            |
| 13.                                      | Bronson Avenue & Hollywood Boulevard                            | City of Los Angeles            |
| 14.                                      | US 101 Southbound Ramps & Hollywood Boulevard                   | City of Los Angeles / Caltrans |
| 15.                                      | US 101 Northbound Ramps / Van Ness Avenue & Hollywood Boulevard | City of Los Angeles / Caltrans |
| 16.                                      | Vine Street & Selma Avenue                                      | City of Los Angeles            |
| 17.                                      | Vine Street & Sunset Boulevard                                  | City of Los Angeles            |
| <b><i>Unsignalized Intersections</i></b> |   |                                |
| 18.                                      | Argyle Avenue & US 101 Southbound On-Ramp                       | City of Los Angeles / Caltrans |
| 19.                                      | Gower Street & US 101 Northbound Off-Ramp                       | City of Los Angeles / Caltrans |
| 20.                                      | Gower Street & US 101 Southbound Off-Ramp                       | City of Los Angeles / Caltrans |
| 21.                                      | Gower Street & Yucca Street                                     | City of Los Angeles            |



**TABLE 2  
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS**

| <b>Level of Service</b> | <b>Signalized V/C Ratio</b><br>[a] | <b>Unsignalized Delay (seconds)</b><br>[b] | <b>Definition</b>   |
|-------------------------|------------------------------------|--|---|
| A                       | 0.000 - 0.600                      | 0.0 - 10.0                                 | EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.  |
| B                       | 0.601 - 0.700                      | 10.1 - 15.0                                | VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.  |
| C                       | 0.701 - 0.800                      | 15.1 - 25.0                                | GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.   |
| D                       | 0.801 - 0.900                      | 25.1 - 35.0                                | FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.                            |
| E                       | 0.901 - 1.000                      | 35.1 - 50.0                                | POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.  |
| F                       | > 1.000                            | > 50.0                                     | FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths. |

Notes

[a] *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980).

[b] *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

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## ***Chapter 2***

### ***Existing Conditions***

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project Study Area. The Existing Conditions analysis includes an assessment of the existing freeway and street systems, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation in year 2016.

#### **STUDY AREA**

The Project's traffic analysis Study Area, shown in Figure 2, is generally bounded by Franklin Avenue to the north, Wilton Place to the east, Sunset Boulevard to the south, and Cahuenga Boulevard to the west.

A traffic analysis study area generally comprises those intersections with the greatest potential to experience significant traffic impacts due to the project as defined by the City, including intersections that are:

1. Immediately adjacent or in close proximity to the project site
2. In the vicinity of the project site that are documented to have current or projected future adverse operational issues
3. 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 Project's traffic analysis Study Area was established in consultation with the City, based on the above criteria, as well as peak hour Project trip generation, the anticipated distribution of Project traffic, and the existing intersections/corridor operations. It comprises those intersections with the reasonable potential to experience significant traffic impacts due to the Project.

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A total of 21 intersections, including 17 signalized and four unsignalized, were identified during the MOU process for detailed analysis of the above conditions. The results of the traffic analysis detailed in this Traffic Study were reviewed to ensure that all potentially significantly impacted intersections, prior to mitigation, were analyzed, and that the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or beyond the Study Area periphery. As later detailed in Chapter 7 of this traffic study, the study intersections on the Study Area periphery are not anticipated to be significantly impacted by the Project and, thus, the analyzed locations are considered to be adequate such that no additional significant impacts are anticipated to occur beyond the traffic analysis Study Area. Figure 2 illustrates the location of the Project Site in relation to the surrounding street system and the 21 study intersections. The existing lane configurations at the analyzed intersections are provided in Appendix B.

## **EXISTING STREET SYSTEM**

The existing street system in the Study Area consists of a regional roadway system including freeways, primary and secondary arterials, and collector and local streets which provide regional, sub-regional, or local access and circulation within the Study Area. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 and 65 mph on freeways.

Street classifications for roadways within the City are designated in the *Mobility Plan 2035, An Element of the General Plan* (Los Angeles Department of City Planning, January 2016) (the "Mobility Plan") and the *City of Los Angeles Transportation Element of the General Plan* (Los Angeles Department of City Planning, 1999) ("1999 Transportation Element of the General Plan") previously in effect. The Mobility Plan revised street standards previously outlined in the 1999 Transportation Element of the General Plan 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. The available facilities in the Study Area are defined as follows in the Mobility Plan:

- 
- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
  - Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
    - Boulevards represent the widest streets that typically provide regional access to major destinations and include two categories:
      - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph
      - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph
    - Avenues pass through both residential and commercial areas and include three categories:
      - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph
      - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph
      - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph
  - Collector Streets are generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with operating speed of 25 mph.
  - Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Local streets include two categories:
    - Continuous local streets connect to other streets at both ends
    - Non-continuous local streets lead to a dead-end

The Mobility Plan is currently under litigation that could potentially result in its nullification. In that scenario, the 1999 Transportation Element of the General Plan would once more be in effect. Arterial streets are designated as the following in the 1999 Transportation Element of the General Plan:

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- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into three categories: Major Class Highway I, Major Class Highway II, and Secondary Highway.
    - Major Highway Class I has average daily traffic (ADT) of more than 50,000.
    - Major Highway Class II is typically spaced one mile apart in a grid system, with an ADT of 30,000 to 50,000.
    - Secondary Highway supplements the through-traffic characteristics of major highways and typically located one mile apart midway between major highways, with an ADT of 20,000 to 30,000.

Primary regional access to the Project Site is provided by US 101. The major arterials providing regional and sub-regional access to the traffic analysis Study Area include Cahuenga Boulevard, Vine Street, Hollywood Boulevard and Sunset Boulevard. The following is a brief description of the major roadways in the traffic analysis Study Area, including their classification under both the Mobility Plan and the 1999 Transportation Element of the General Plan:

### **Freeways**

- US 101 – US 101 generally runs in the northwest-southeast direction and is located less than one quarter-mile north of the Project Site. In the vicinity of the Study Area, US 101 provides four travel lanes in each direction. Access to and from US 101 is available via interchanges at Franklin Avenue, Gower Street and Hollywood Boulevard.

### **Roadways**

- Cahuenga Boulevard – Cahuenga Boulevard is a designated Modified Avenue II south of Franklin Avenue and a designated Avenue I north of Franklin Avenue in the Mobility Plan and was previously a designated Secondary Highway south of Franklin Avenue and Major Highway Class II north of Franklin Avenue in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located west of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Two-hour metered parking is generally provided on both sides of the street within the traffic analysis Study Area.
- Ivar Avenue – Ivar Avenue is a designated Local Street in the Mobility Plan and in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located west of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour metered parking is generally provided on both sides of the street within the traffic analysis Study Area.

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- Vine Street – Vine Street is a designated Avenue II in the Mobility Plan and was previously a designated Major Highway Class II in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located adjacent to the western boundary of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. One-hour and two-hour metered and unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.
  - Argyle Avenue – Argyle Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. One-hour and two-hour metered parking is generally provided on both sides of the street within the traffic analysis Study Area.
  - Gower Street – Gower Street is a designated Modified Avenue III in the Mobility Plan and was previously a designated Secondary Highway in the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. One-hour metered parking with PM peak hour restrictions is generally available on the west side of the street and one-hour metered parking with AM and PM peak hour restrictions is generally available on the east side of the street between Hollywood Boulevard and Sunset Boulevard. Unmetered parking is generally provided on both sides of the street north of Hollywood Boulevard and south of Sunset Boulevard within the traffic analysis Study Area.
  - Beachwood Drive – Beachwood Drive is a designated Collector Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the north-south direction and is located northeast of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. Unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.
  - Bronson Avenue – Bronson Avenue is a designated Modified Avenue III south of Franklin Avenue and Collector Street north of Franklin Avenue in the Mobility Plan, and was previously a designated Secondary Highway in the 1999 Transportation Element of the General Plan. It travels in the north-south direction, and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. Two-hour unmetered parking is generally available on the west side of the street and unmetered parking is generally available on the east side of the street between Franklin Avenue and Yucca Street. Unmetered parking is generally provided on both sides of the street south of Yucca Street within the traffic analysis Study Area.
  - Franklin Avenue – Franklin Avenue is a designated Modified Avenue III west of Cahuenga Boulevard and a designated Modified Avenue II east of Cahuenga Boulevard and was previously a designated Secondary Highway in the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located north of the Project Site. It generally provides two to four travel lanes, one to two lanes in each direction, and left-turn lanes at most intersections. Two-hour unmetered parking with PM

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peak hour restrictions is generally provided on the north side of the street and unrestricted parking is generally provided on the south side of the street between Cahuenga Boulevard and Ivar Avenue. Both one-hour unmetered and unrestricted parking is generally provided on the south side of the street east of Ivar Avenue.

- Yucca Street – Yucca Street is a designated Local Street west of Cahuenga Boulevard and east of Vine Street and a designated Avenue II between Cahuenga Boulevard and Vine Street in the Mobility Plan and was previously a designated Local Street west of Cahuenga Boulevard and east of Vine Street and a designated Secondary Highway between Cahuenga Boulevard and Vine Street in the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located north of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. Two-hour metered parking is generally provided on both sides of the street within the traffic analysis Study Area.
- Hollywood Boulevard – Hollywood Boulevard is a designated Avenue I in the Mobility Plan and a designated Major Highway Class II in the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located south of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. One and two-hour metered parking is generally available on both sides of the street within the traffic analysis Study Area.
- Selma Avenue – Selma Avenue is a designated Local Street in both the Mobility Plan and the 1999 Transportation Element of the General Plan. It travels in the east-west direction and is located south of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour metered parking is generally provided on both sides of the street within the traffic analysis Study Area.
- Sunset Boulevard – Sunset Boulevard is a designated Avenue I in the Mobility Plan and was previously a designated Major Highway Class II in the 1999 Transportation Element of the General Plan. It travels in the east-west direction and south of the Project Site. It generally provides four to six travel lanes, two to three lanes in each direction, and left-turn lanes at most intersections. Although parking restrictions are variable, one and two-hour metered parking with peak hour restrictions is generally provided on both sides of the street within the traffic analysis Study Area.

## **EXISTING TRANSIT SYSTEM**

The Project area is served by bus lines operated by Metro, LADOT DASH and LADOT CE. Figure 3 illustrates the existing transit service in the Study Area. The following provides a brief description of the bus lines providing service in the Project vicinity:

- Metro Local 2 – Route 2 is a local line that travels from downtown Los Angeles to Pacific Palisades via Sunset Boulevard, with average headways of 10 to 15 minutes during the weekday AM and PM peak hours. This line provides service to Hollywood, West

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Hollywood, and Westwood and travels along Sunset Boulevard in the vicinity of the Project Site.

- Metro Local 180/181 – Route 180/181 is a local line that travels from Hollywood to Altadena via Los Feliz Boulevard and Colorado Boulevard, with average headways of approximately 35 to 40 minutes during the weekday AM and PM peak hours. This line provides service to Pasadena, Eagle Rock, and Glendale, and travels along Hollywood Boulevard in the vicinity of the Project Site.
- Metro Local 210 – Route 210 is a local line that travels from Hollywood to Redondo Beach via Crenshaw Boulevard, with average headways of 15 minutes during the weekday AM and PM peak hours. This line provides service to Torrance, the Metro Green Line Crenshaw Station, and the Metro Expo Line Expo/Crenshaw Station, and travels along Vine Street in the vicinity of the Project Site.
- Metro Local 212 – Route 212 is a local line that travels from the Hollywood/Vine Station to the Hawthorne/Lennox Station via La Brea Avenue, with average headways of 15 to 20 minutes during the weekday AM and PM peak hours. This line provides service to Miracle Mile, Baldwin Hills, and Inglewood. It travels along La Brea Avenue in the vicinity of the Project Site.
- Metro Local 217 – Route 217 is a local line that travels from Vermont Avenue & Sunset Boulevard to Fairfax Avenue & Washington Boulevard, with average headways of 15 to 20 minutes during the weekday AM and PM peak hours. This line provides service to Los Feliz, Hollywood, and Culver City, and travels along Hollywood Boulevard in the vicinity of the Project Site.
- Metro Local 222 – Route 222 is a local line that travels from Sunland to Hollywood via Hollywood Way, Barham Boulevard, and Cahuenga Boulevard, with average headways of 40 minutes during the weekday AM and PM peak hours. This line provides service to Sun Valley, Burbank, and Universal City, and travels along Hollywood Boulevard in the vicinity of the Project Site.
- Metro Limited 302 – Route 302 is a limited service line that travels from downtown Los Angeles to Pacific Palisades via Sunset Boulevard, with average headways of 10 minutes during the weekday AM and PM peak hours. This line provides service to Hollywood, West Hollywood, and Westwood and travels along Sunset Boulevard in the vicinity of the Project Site.
- Metro Limited 312 – Route 312 is a limited service line that travels from the Hollywood/Vine Station to the Hawthorne/Lennox Station via La Brea Avenue, with average headways of 10 minutes during the weekday AM and PM peak hours. This line provides service to Miracle Mile, Baldwin Hills, and Inglewood. It travels along La Brea Avenue in the vicinity of the Project Site.
- Metro Rapid 757 – Route 757 is a rapid line that travels from Hollywood to Hawthorne via Western Avenue, with average headways of 10 to 15 minutes during the weekday AM and PM peak hours. This line provides service to the Metro Green Line Crenshaw Station, the Metro Purple Line Wilshire/Western Station, and the Metro Red Line



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Hollywood/Western Station, and travels along Western Avenue in the vicinity of the Project Site.

- Metro Rapid 780 – Route 780 is a rapid line that travels from Washington Boulevard & Fairfax Avenue to Pasadena via Fairfax Avenue and Hollywood Boulevard, with average headways of 15 minutes during the weekday AM and PM peak hours. This line provides service to Los Feliz, Glendale, and Eagle Rock, and travels along Hollywood Boulevard in the vicinity of the Project Site.
- LADOT DASH Beachwood Canyon – DASH Beachwood Canyon is a local line that travels from the Metro Red Line Hollywood Station to Beachwood Drive & Westshire Drive, with average headways of 25 minutes during the weekday AM and PM peak hours. This line provides service to Beachwood Canyon and Hollywood, and travels along Vine Street in the vicinity of the Project Site.
- LADOT DASH Hollywood – DASH Hollywood is a local line that travels from Argyle Avenue & Hollywood Boulevard to Santa Monica Boulevard & Vermont Avenue via Hollywood Boulevard and Fountain Avenue, with average headways of 30 to 35 minutes during the weekday AM and PM peak hours. This line provides service to the Metro Red Line Vermont/Sunset, Vermont/Santa Monica, and Hollywood/Vine Stations, and travels along Sunset Boulevard in the vicinity of the Project Site.
- LADOT DASH Hollywood/Wilshire – DASH Hollywood/Wilshire is a local line that travels from the Metro Purple Line Wilshire/Western Station to the Metro Red Line Hollywood/Vine Station, with average headways of 25 to 30 minutes during the weekday AM and PM peak hours. This line provides service to Koreatown and Hollywood, and travels along Gower Street in the vicinity of the Project Site.
- LADOT CE 422 – Route 422 is a commuter express line that travels from Thousand Oaks to downtown Los Angeles, with average headways of 15 minutes during the AM peak hours and 20 minutes during the PM peak hours. It provides service to Westlake Village, Woodland Hills, Sherman Oaks and Hollywood. This line travels along US 101 in the vicinity of the Project Site.
- LADOT CE 423 – Route 423 is a commuter express line that travels from Thousand Oaks to downtown Los Angeles, with average headways of 15 minutes during the AM peak hours and 20 minutes during the PM peak hours. It provides service to Westlake Village, Woodland Hills and the Encino Park & Ride. This line travels along US 101 in the vicinity of the Project Site.

In addition to the bus lines that provide service within the Project vicinity, the Metro Red Line subway operates in the Study Area, with 10 minute headways during the AM and PM peak hours. The Metro Red Line runs between North Hollywood and downtown Los Angeles, connecting with the Metro Orange Line in North Hollywood, the Metro Purple Line at Wilshire Boulevard, the Metro Blue and Expo Lines in downtown Los Angeles, and the Metro Gold Line at Union Station. In the Project vicinity, the Metro Red Line has a station at Hollywood Boulevard & Vine Street, less than 500 feet south of the Project Site.

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Table 3 summarizes the transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service, as described above. The average frequency of transit service during the peak hour was derived from the number of peak period stops made at the stop nearest the Project Site.

Table 4 summarizes the total capacity of the Metro and DASH transit system during the AM and PM peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus or train. As shown in Table 4, the Metro and DASH transit lines within one quarter-mile walking distance of the Project Site currently provide additional capacity for 3,435 transit trips during the AM peak hour and 3,118 transit trips during the PM peak hour. The CE transit system, Metro 2/302 line and LADOT DASH Hollywood/Wilshire line were not included due to the bus stop locations, which are located more than one quarter-mile from the Project Site.

## **BICYCLE AND PEDESTRIAN NETWORK**

### **Existing Bicycle System**

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (Los Angeles Department of City Planning, 2010) (2010 Bicycle Plan), the existing bicycle system in the Study Area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on collector and lower volume arterial streets. The following bicycle facilities are provided along corridors within the Study Area:

#### **Bicycle Lanes (Class II)**

- Cahuenga Boulevard north of Yucca Street

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### **Bicycle Routes (Class III)**

- Vine Street south of Yucca Street
- Argyle Avenue between Franklin Avenue and Selma Avenue
- Franklin Avenue east of Argyle Avenue
- Yucca Street between Vine Street and Argyle Avenue
- Selma Avenue west of Gower Street

Similar to the street designations of the General Plan, the bicycle facilities of the 2010 Bicycle Plan have been re-designated with the adoption of the Mobility Plan. The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan, which consists of a Low-Stress Bikeway System and a Bicycle Lane Network. The Low-Stress Bikeway System is comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths. The Bicycle Enhanced Network includes protected bicycle lanes and neighborhood streets. Bicycle lanes could provide infrastructure including cycle tracks, bicycle signals, and demarcated areas to facilitate turns at intersections. Neighborhood streets would typically provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan.

### **Existing Pedestrian Facilities**

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods of the Hollywood district, the walkability of the Project site is approximately 92 points<sup>1</sup>; this compares to the citywide score of 65 points.

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<sup>1</sup> WalkScore ([www.walkscore.com](http://www.walkscore.com)) rates the Project site (1718 N. Vine Street) with a score of 92 of 100 possible points (scores accessed on August 18, 2016 for the Hollywood district). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

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The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at intersections within the Study Area. The following signalized intersections provide pedestrian facilities to limit illegal mid-block crossings to the Project Site (all intersections have marked pedestrian crossings on all approaches):

- Vine Street & Yucca Street
- Vine Street & Hollywood Boulevard
- Argyle Avenue & Yucca Street
- Argyle Avenue & Hollywood Boulevard

Each of the listed signalized intersections provides pedestrian phasing, crosswalk striping, and Americans with Disabilities Act (ADA) wheelchair ramps.

### **Vision Zero**

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death. Vision Zero has identified the High Injury Network, a network of streets based on the collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Vine Street, adjacent to the western boundary of the Project Site, has been identified in the High Injury Network.

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## **EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE**

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each intersection indicating V/C ratios and LOS.

### **Existing Traffic Volumes**

Intersection turning movement counts collected in April and May 2015 were utilized at all 21 study intersections. An ambient growth rate of 1% per year was applied to the traffic counts to account for regional growth and development between years 2015 and 2016 in accordance with LADOT guidelines. Local schools were in session when all traffic counts were conducted and the weather conditions were typical. The existing intersection peak hour traffic volumes are illustrated in Figure 4. Traffic count worksheets are provided in Appendix C.

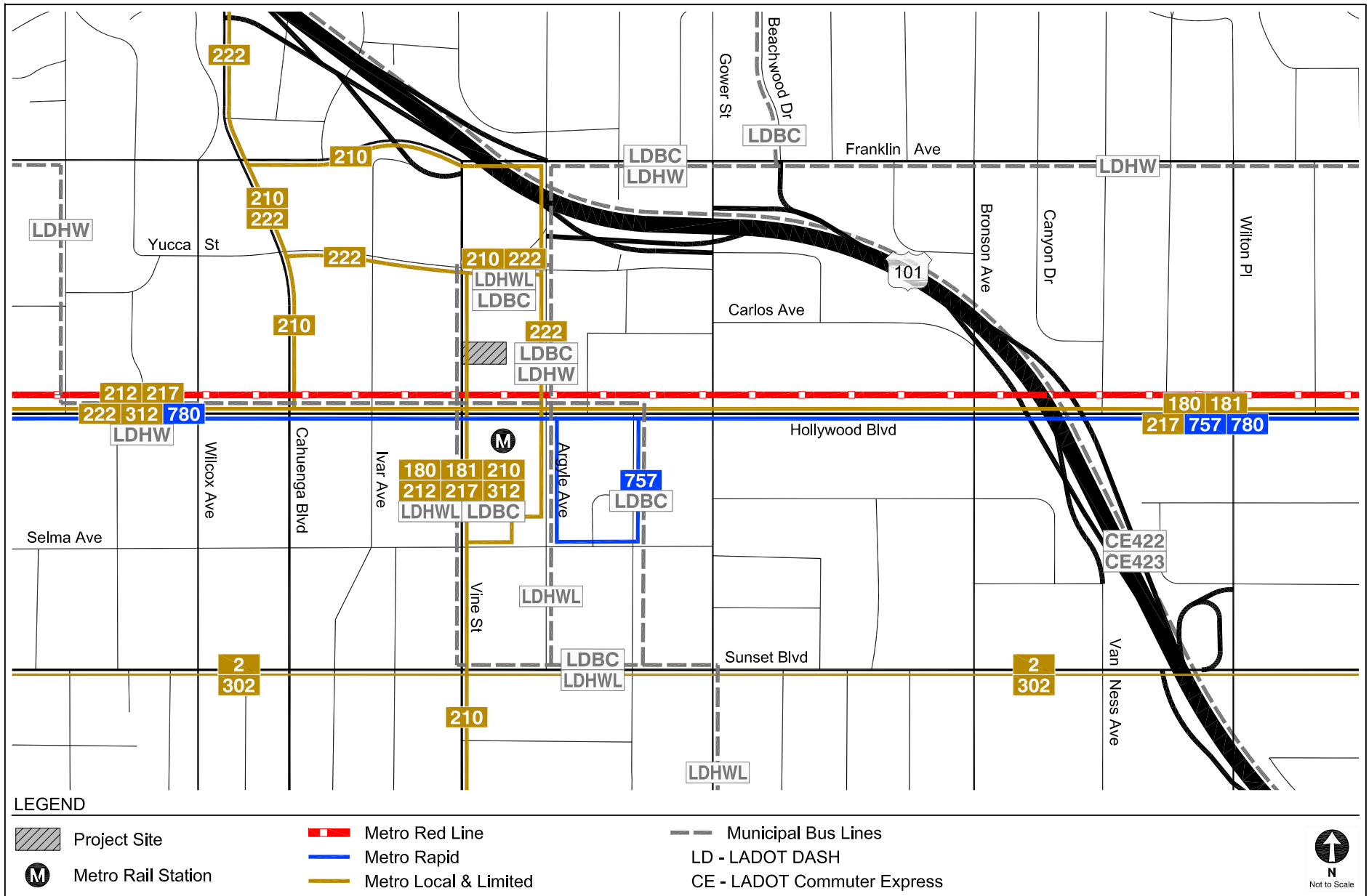
### **Existing Intersection Levels of Service**

Table 5 summarizes the weekday AM and PM peak hour LOS results for each of the signalized study intersections under Existing Conditions, accounting for the 10% capacity increase to reflect ATSAC and ATCS control. Based on observations of existing intersection operations, it is recognized that the CMA methodology for individual intersections along major arterials does not in every case account for vehicular queues, pedestrian conflicts, etc. Thus, the calculated average operating conditions may appear better than is observed.

To provide a more conservative analysis, actual operating conditions at three of the 17 signalized study intersections were observed, and the LOS presented in Table 5 reflects observed conditions and provides a worst-case analysis of Project impacts at these intersections. As shown in Table 5, 14 of the 17 signalized intersections currently operate at LOS D or better during both the AM and PM peak hours. The remaining three signalized intersections currently operate at LOS F during both the AM and PM peak hours.

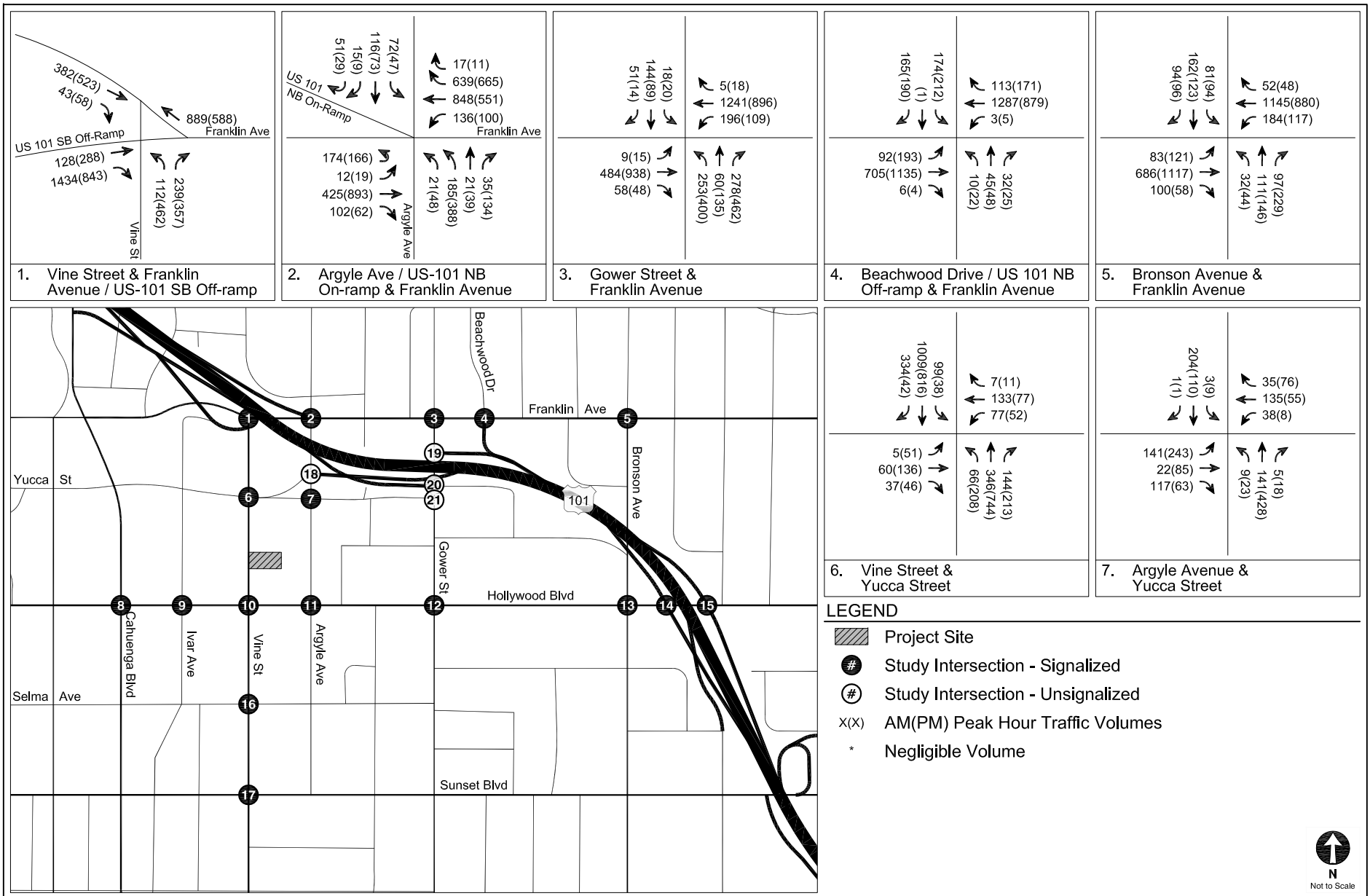
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The LOS calculation worksheets are provided in Appendix D. The detailed analysis of the four unsignalized study intersections is provided in Chapter 9.



EXISTING TRANSIT SERVICE

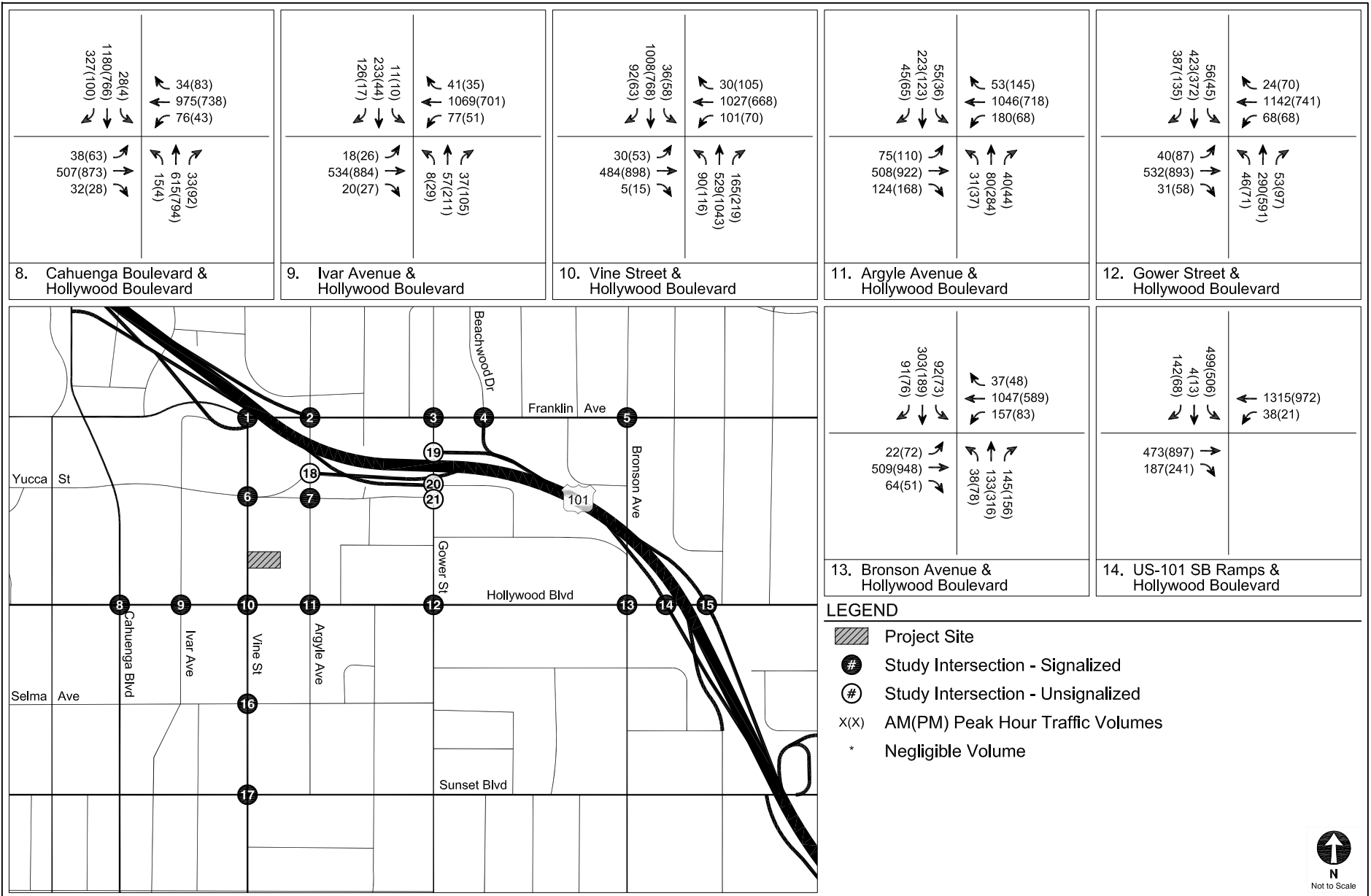
FIGURE  
3



EXISTING CONDITIONS (YEAR 2016)  
PEAK HOUR TRAFFIC VOLUMES

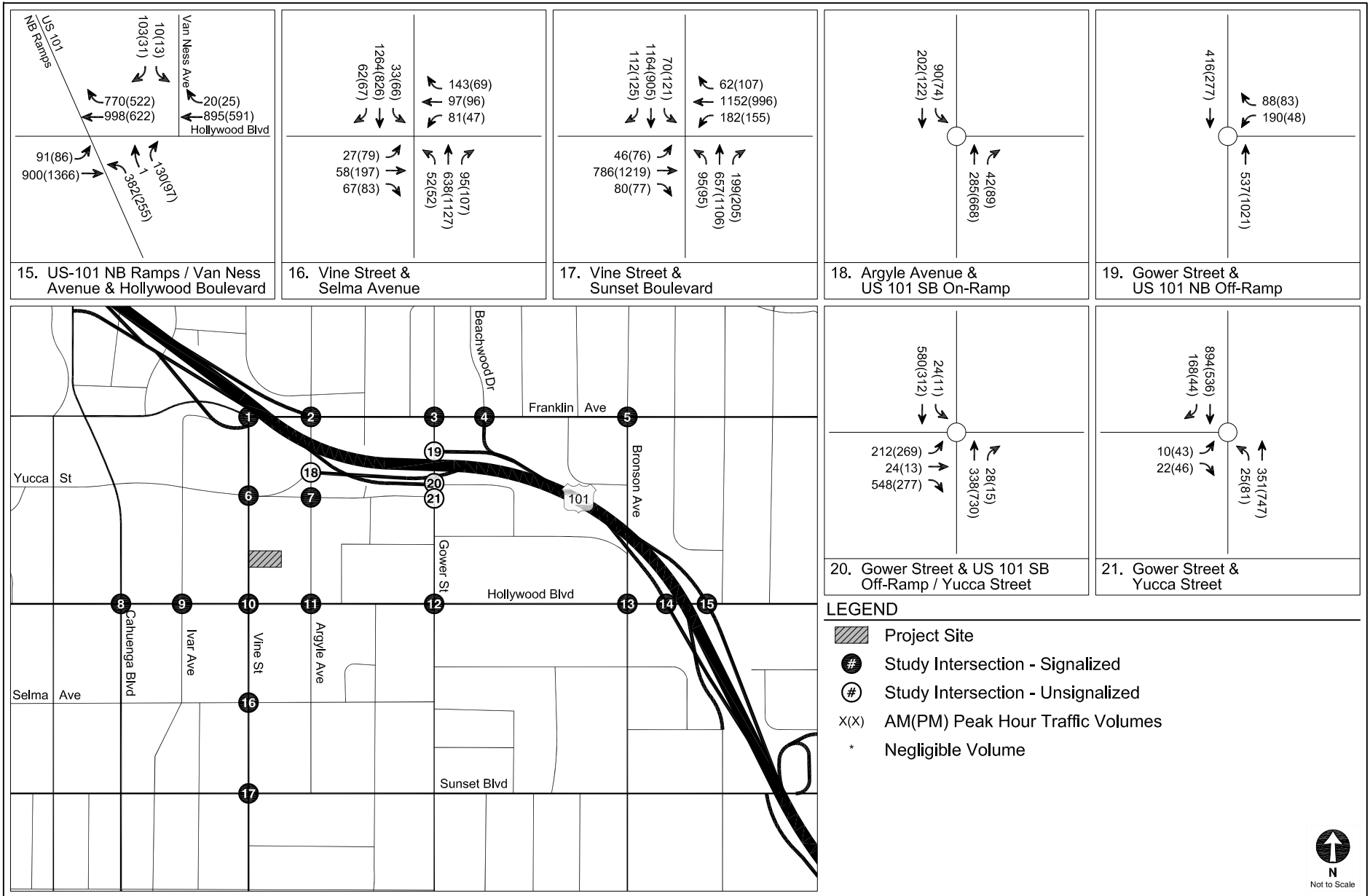
FIGURE  
4





EXISTING CONDITIONS (YEAR 2016)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
4 (CONT.)



EXISTING CONDITIONS (YEAR 2016)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
4 (CONT.)

**TABLE 3  
EXISTING TRANSIT SERVICE IN STUDY AREA**

| Provider, Route, and Service Area   | Service Type | Hours of Operation     | Average Headway (minutes) |       |              |       |
|---|--------------|------------------------|---------------------------|-------|--------------|-------|
|   |              |                        | AM Peak Hour              |       | PM Peak Hour |       |
| Metro Bus Service   |              |                        | NB/EB                     | SB/WB | NB/EB        | SB/WB |
| 2 Downtown Los Angeles - Pacific Palisades via Sunset Boulevard   | Local        | 5:15 A.M. - 2:00 A.M.  | 14                        | 10    | 10           | 10    |
| 180 Hollywood - Glendale - Pasadena via Los Feliz Boulevard & Colorado Boulevard                                  | Local        | 5:00 A.M. - 12:00 A.M. | 34                        | 40    | 34           | 34    |
| 181 Hollywood - Glendale - Pasadena via Los Feliz Boulevard & Colorado Boulevard                                  | Local        | 5:00 A.M. - 12:00 A.M. | 34                        | 34    | 40           | 34    |
| 210 Hollywood & Vine Metro Red Line Station - South Bay Galleria via Crenshaw Boulevard                           | Local        | 5:00 A.M. - 1:30 A.M.  | 13                        | 16    | 15           | 13    |
| 212 Hollywood/Vine Station - Hawthorne/Lennox Station via La Brea Avenue  | Local        | 4:45 A.M. - 7:30 P.M.  | 11                        | 16    | 20           | 16    |
| 217 Vermont & Sunset - Culver City Transit Center via Hollywood Boulevard - Fairfax Avenue - La Cienega Boulevard | Local        | 24-Hour                | 17                        | 16    | 13           | 14    |
| 222 Sunland - Hollywood via Hollywood Way, Barham Boulevard & Cahuenga Boulevard                                  | Local        | 4:30 A.M. - 1:15 A.M.  | 34                        | 48    | 40           | 40    |
| 302 Downtown Los Angeles - Pacific Palisades via Sunset Boulevard   | Limited      | 6:30 A.M. - 6:00 P.M.  | N/A                       | 12    | 9            | N/A   |
| 312 Hollywood/Vine Station - Hawthorne/Lennox Station via La Brea Avenue  | Limited      | 7:00 A.M. - 5:30 P.M.  | 11                        | N/A   | N/A          | 11    |
| 757 Hollywood - Athens via Western Avenue   | Rapid        | 5:45 A.M. - 7:45 P.M.  | 10                        | 14    | 11           | 10    |
| 780 Washington & Fairfax - Pasadena via Fairfax Avenue, Hollywood Boulevard & Colorado Boulevard                  | Rapid        | 6:00 A.M. - 7:30 P.M.  | 15                        | 15    | 13           | 15    |
| LADOT DASH  |              |                        | NB/EB                     | SB/WB | NB/EB        | SB/WB |
| BC Beachwood Canyon   | Local        | 6:30 A.M. - 7:45 P.M.  | 26                        | 26    | 24           | 27    |
| HW Hollywood  | Local        | 7:00 A.M. - 7:00 P.M.  | 30                        | 36    | 30           | 30    |
| HWL Hollywood / Wilshire  | Local        | 7:00 A.M. - 7:00 P.M.  | 23                        | 23    | 27           | 27    |
| LADOT Commuter Express  |              |                        | NB/EB                     | SB/WB | NB/EB        | SB/WB |
| 422 Thousand Oaks/Agoura Hills - San Fernando Valley - Downtown Los Angeles                                       | Local        | 5:30 A.M. - 7:30 P.M.  | 17                        | N/A   | N/A          | 21    |
| 423 Thousand Oaks/Agoura Hills - Calabasas/Woodland Hills - Encino Park & Ride - Downtown Los Angeles/USC         | Local        | 6:00 A.M. - 7:00 P.M.  | 17                        | N/A   | N/A          | 20    |
| Metro Rail Service  |              |                        | NB/EB                     | SB/WB | NB/EB        | SB/WB |
| Red Downtown Los Angeles - North Hollywood  | Rail         | 4:30 A.M. - 2:00 A.M.  | 10                        | 10    | 10           | 10    |

Notes

Metro: Los Angeles County Metropolitan Transportation Authority

LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle

**TABLE 4  
EXISTING TRANSIT SERVICE PATRONAGE  
LINES SERVING PROJECT PERIPHERY**

| AM Peak Period                              |       |                                     |              |                  |                                     |                           |                                    |
|---|-------|-------------------------------------|--------------|------------------|-------------------------------------|---------------------------|------------------------------------|
| Provider                                    | Route | Number of Runs During Peak Hour [a] | Capacity [b] | Maximum Load [c] | Load Factor - Maximum Load/Capacity | Residual Capacity per Run | Residual Capacity in Peak Hour [d] |
| Metro                                       | 180   | 4                                   | 50           | 12               | 0.24                                | 38                        | 152                                |
|   | 181   | 4                                   | 50           | 9                | 0.18                                | 41                        | 164                                |
|   | 210   | 10                                  | 50           | 14               | 0.28                                | 36                        | 360                                |
|   | 212   | 11                                  | 50           | 7                | 0.14                                | 43                        | 473                                |
|   | 217   | 9                                   | 50           | 10               | 0.20                                | 40                        | 360                                |
|   | 222   | 4                                   | 50           | 24               | 0.48                                | 26                        | 104                                |
|   | 312   | 4                                   | 50           | 7                | 0.14                                | 43                        | 172                                |
|   | 757   | 14                                  | 75           | 6                | 0.08                                | 69                        | 966                                |
|   | 780   | 10                                  | 75           | 42               | 0.56                                | 33                        | 330                                |
|   | Red   | 12                                  | 762          | 752              | 0.99                                | 10                        | 120                                |
| LADOT DASH                                  | BC    | 6                                   | 30           | 7                | 0.23                                | 23                        | 138                                |
|   | HWL   | 4                                   | 30           | 6                | 0.20                                | 24                        | 96                                 |
| <b>Total Residual Capacity in Peak Hour</b> |       |                                     |              |                  |                                     |                           | <b>3,435</b>                       |
| PM Peak Period                              |       |                                     |              |                  |                                     |                           |                                    |
| Provider                                    | Route | Number of Runs During Peak Hour [a] | Capacity [b] | Maximum Load [c] | Load Factor - Maximum Load/Capacity | Residual Capacity per Run | Residual Capacity in Peak Hour [d] |
| Metro                                       | 180   | 4                                   | 50           | 14               | 0.28                                | 36                        | 144                                |
|   | 181   | 4                                   | 50           | 13               | 0.26                                | 37                        | 148                                |
|   | 210   | 9                                   | 50           | 17               | 0.34                                | 33                        | 297                                |
|   | 212   | 8                                   | 50           | 9                | 0.18                                | 41                        | 328                                |
|   | 217   | 9                                   | 50           | 10               | 0.20                                | 40                        | 360                                |
|   | 222   | 4                                   | 50           | 24               | 0.48                                | 26                        | 104                                |
|   | 312   | 5                                   | 50           | 9                | 0.18                                | 41                        | 205                                |
|   | 757   | 13                                  | 75           | 3                | 0.04                                | 72                        | 936                                |
|   | 780   | 9                                   | 75           | 35               | 0.47                                | 40                        | 360                                |
|   | Red   | 12                                  | 762          | 795              | 1.04                                | 0                         | 0                                  |
| LADOT DASH                                  | BC    | 6                                   | 30           | 8                | 0.27                                | 22                        | 132                                |
|   | HWL   | 4                                   | 30           | 4                | 0.13                                | 26                        | 104                                |
| <b>Total Residual Capacity in Peak Hour</b> |       |                                     |              |                  |                                     |                           | <b>3,118</b>                       |

**Notes:**

[a] Number of runs in both directions combined during peak hour.

[b] Capacity assumptions based on discussions with agencies:

Metro Regular Bus - 40 seated / 50 seated and standing.

Metro Articulated Bus - 66 seated / 75 seated and standing.

M Metro Red Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.

LADOT DASH - 25 seated / 30 seated and standing.

[c] Maximum Load is the maximum number of people per bus in the peak direction.

[d] Maximum residual capacity in peak hours = (Maximum residual capacity per run) x (number of peak hour runs).

Metro: Los Angeles County Metropolitan Transportation Authority.

**TABLE 5  
EXISTING CONDITIONS (YEAR 2016)  
SIGNALIZED INTERSECTION LEVELS OF SERVICE**

| No. | Intersection   | Peak Hour | Existing Conditions |     |
|-----|--|-----------|---------------------|-----|
|     |  |           | V/C                 | LOS |
| 1.  | Vine Street &<br>Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.314               | A   |
|     |  | PM        | 0.369               | A   |
| 2.  | Argyle Ave / US 101 NB On-ramp &<br>Franklin Avenue        | AM        | 0.731               | C   |
|     |  | PM        | 0.740               | C   |
| 3.  | Gower Street &<br>Franklin Avenue                          | AM        | 0.629               | B   |
|     |  | PM        | 0.684               | B   |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp &<br>Franklin Avenue  | AM        | 0.639               | B   |
|     |  | PM        | 0.619               | B   |
| 5.  | Bronson Avenue &<br>Franklin Avenue                        | AM        | 0.601               | B   |
|     |  | PM        | 0.712               | C   |
| 6.  | Vine Street &<br>Yucca Street                              | AM        | 0.483               | A   |
|     |  | PM        | 0.450               | A   |
| 7.  | Argyle Avenue &<br>Yucca Street                            | AM        | 0.183               | A   |
|     |  | PM        | 0.312               | A   |
| 8.  | Cahuenga Boulevard &<br>Hollywood Boulevard                | AM        | 0.801               | F * |
|     |  | PM        | 0.525               | F * |
| 9.  | Ivar Avenue &<br>Hollywood Boulevard                       | AM        | 0.534               | A   |
|     |  | PM        | 0.475               | A   |
| 10. | Vine Street &<br>Hollywood Boulevard                       | AM        | 0.741               | F * |
|     |  | PM        | 0.671               | F * |
| 11. | Argyle Avenue &<br>Hollywood Boulevard                     | AM        | 0.486               | A   |
|     |  | PM        | 0.475               | A   |
| 12. | Gower Street &<br>Hollywood Boulevard                      | AM        | 0.628               | B   |
|     |  | PM        | 0.558               | A   |
| 13. | Bronson Avenue &<br>Hollywood Boulevard                    | AM        | 0.625               | B   |
|     |  | PM        | 0.652               | B   |
| 14. | US 101 SB Ramps &<br>Hollywood Boulevard                   | AM        | 0.588               | A   |
|     |  | PM        | 0.447               | A   |
| 15. | US 101 NB Ramps / Van Ness Avenue &<br>Hollywood Boulevard | AM        | 0.724               | C   |
|     |  | PM        | 0.499               | A   |
| 16. | Vine Street &<br>Selma Avenue                              | AM        | 0.555               | A   |
|     |  | PM        | 0.538               | A   |
| 17. | Vine Street &<br>Sunset Boulevard                          | AM        | 0.776               | F * |
|     |  | PM        | 0.817               | F * |

Notes

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

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## Chapter 3

### ***Future without Project Conditions***

Estimates of future traffic conditions both with and without the Project, representing cumulative conditions, were developed to evaluate the potential impacts of the Project on the local street system. This discussion details the assumptions used to develop the Future without Project Conditions in year 2021, which corresponds to the Project buildout year.

The existing traffic volumes were factored by an annual ambient growth rate of 1% per year to approximate regional growth and development in accordance with LADOT guidelines. In addition to the ambient growth, for purposes of providing a conservative analysis of potential cumulative traffic impacts, the traffic generated by related projects was also added to estimate the Future without Project traffic conditions.

#### **CEQA GUIDELINES REGARDING FUTURE TRAFFIC CONDITIONS**

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in Section 15130 of *Guidelines for Implementation of the California Environmental Quality Act, Chapter 3, Title 14, California Code of Regulations* (California Natural Resources Agency, amended July 27, 2007) (“CEQA Guidelines”). Specifically, two options are provided for developing the cumulative 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 general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.”

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As described in detail below, this analysis includes traffic growth both from related present and future development projects that are proposed, approved, or under construction (the “Related Projects”) in accordance with option “A” above and from regional growth projections (i.e., ambient growth) in accordance with option “B” above. Given that the ambient growth factor discussed below likely includes some traffic growth resulting from the Related Projects, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

## **AMBIENT TRAFFIC GROWTH**

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. The CMP provides general growth factors based on regional modeling. As shown in Exhibit D-1 of the CMP, the Central Los Angeles area is estimated to experience a total regional growth in traffic of 0.70% between the years of 2015 and 2020, which equates to an ambient growth factor of approximately 0.15% per year. Based on information presented at the EIR Scoping Meeting for the proposed update to the *Hollywood Community Plan*, there is a projected population growth of approximately 10% between now and 2040, which equates to an ambient growth rate of approximately 0.4% per year. However, based on discussions with LADOT through the MOU process, a conservative ambient growth factor of 1% per year compounded annually was applied to adjust the existing traffic volumes to reflect the effects of the regional growth and development by year 2021. Therefore, the 1% per year more than accounts for both the projected growth both from the CMP and the updated *Hollywood Community Plan*. The total adjustment applied over the five-year period was 5.10%. This growth factor conservatively accounts for increases in traffic due to potential projects not yet proposed or projects outside the traffic analysis Study Area.

## **RELATED PROJECTS**

In accordance with the CEQA Guidelines, this study also considers the effects of the Project in relation to the Related Projects. The list of Related Projects is based on information provided by the Department of City Planning and LADOT, as well as recent studies of projects in the area. The Related Projects are detailed in Table 6 and shown in Figure 5. Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the

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Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this traffic study and conservatively assumed to be completed by the Project buildout year 2021.

For example, the Paramount Pictures Studios Master Plan and the NBCUniversal Evolution Plan were included; however, they have anticipated buildout years of 2038 and 2030, respectively, and substantial construction will not likely begin nor be completed by the year 2021 buildout year of the Project. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the Hollywood area that would likely occur in the next five years prior to Project buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project cumulative condition is even more conservative.

Using these conservative assumptions, the potential traffic impacts of the Project were evaluated within the context of the worst-case cumulative impact of all prospective development. The development of estimated traffic volumes added to the Study Area as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

### **Trip Generation**

Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9<sup>th</sup> Edition* (Institute of Transportation Engineers, 2012). Table 6 summarizes the Related Project trip generation for typical weekdays, including daily trips, AM peak hour trips, and PM peak hour trips. These projections are very conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (transit, bicycle, walk, etc.) Further, they do not account for the internal capture trips within a multi-use development, nor the interaction of trips between multiple related projects within the Hollywood area, in which one Related Project serves as the origin for a trip destined for another Related Project.

### **Trip Distribution**



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The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

### **Trip Assignment**

The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 6 shows the peak hour traffic volumes associated with these Related Projects at the study intersections. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2021. As discussed above, this is a conservative approach as many of the Related Projects may already be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., existing traffic volumes added to ambient traffic growth and Related Project traffic growth) and are shown in Figure 7 for the 21 study intersections.

## **FUTURE IMPROVEMENTS**

### **Future Roadway Improvements**

The analysis of future conditions accounted for roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the proposed Project. These roadway improvements result in changes to the physical configuration at the study intersections. Other proposed traffic/trip reduction strategies such as the proposed creation of a Hollywood Transportation Management Organization (TMO) and Transportation Demand Management (TDM) programs for individual buildings and developments were conservatively omitted from the Future Conditions analysis. The following roadway improvements were included in the Future Conditions analysis:

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**Intersection #13, Bronson Avenue & Hollywood Boulevard.** As part of the approved Sunset Bronson Studios Project, Bronson Avenue will be restriped to provide a right-turn lane in the northbound direction and a left-turn lane in the southbound direction at the intersection with Hollywood Boulevard. This measure would require the removal of approximately nine parking spaces on Bronson Avenue. This improvement and associated lane configurations are assumed in the Future without Project Conditions.

### **Future Bicycle System**

As proposed in the 2010 Bicycle Plan and the Mobility Plan, the bicycle system in the Study Area will be expanded to create a more integrated network.

The three components of the bicycle network designated in the 2010 Bicycle Plan include the Backbone, the Neighborhood Network, and the Green Network. Class II bicycle lanes will be added to high volume corridors to form the Backbone of the network, while in-road bikeways in lower volume and collector streets will form the Neighborhood Network through the implementation of Class II bicycle routes and bicycle-friendly streets. The Green Network consists of dedicated bicycle paths that connect the City's open spaces. The following bicycle facilities are proposed within the Study Area in the 2010 Bicycle Plan.

**Bicycle Lanes:** Cahuenga Boulevard, Vine Street, Yucca Street, Hollywood Boulevard and Sunset Boulevard.

**Bicycle Routes/Bicycle-Friendly Streets:** Argyle Avenue, El Centro Avenue, Vista Del Mar Avenue, Gower Street, Larchmont Boulevard, Lucerne Boulevard, Bronson Avenue, Franklin Avenue, Hawthorn Avenue, Yucca Street, Dix Street, Carlos Avenue and Selma Avenue.

None of these proposed bicycle facilities are definitively scheduled for implementation and, therefore, they are not assumed in the future analysis.

As detailed in the Mobility Plan, the Bicycle Enhanced Network designates Hollywood Boulevard for protected bicycle lanes. The Bicycle Lane Network would include bicycle lanes on Cahuenga Boulevard north of Hollywood Boulevard, Vine Street south of Yucca Street, Yucca Street

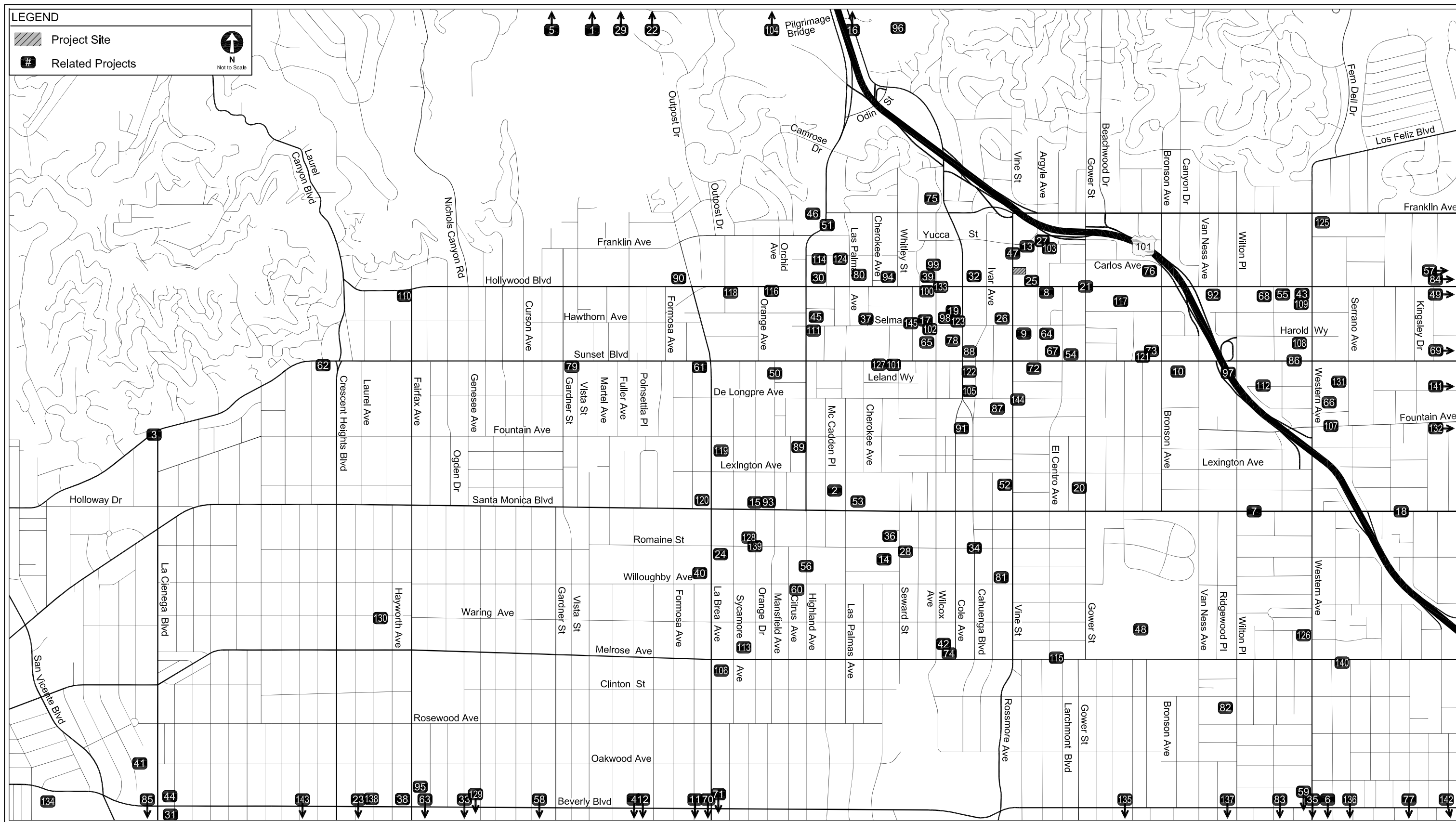
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between Cahuenga Boulevard and Vine Street and Sunset Boulevard. Similar to the 2010 Bicycle Plan, these improvements have not been definitively scheduled for implementation and were, therefore, not assumed in the future analysis.

## **FUTURE WITHOUT PROJECT INTERSECTION LEVELS OF SERVICE**

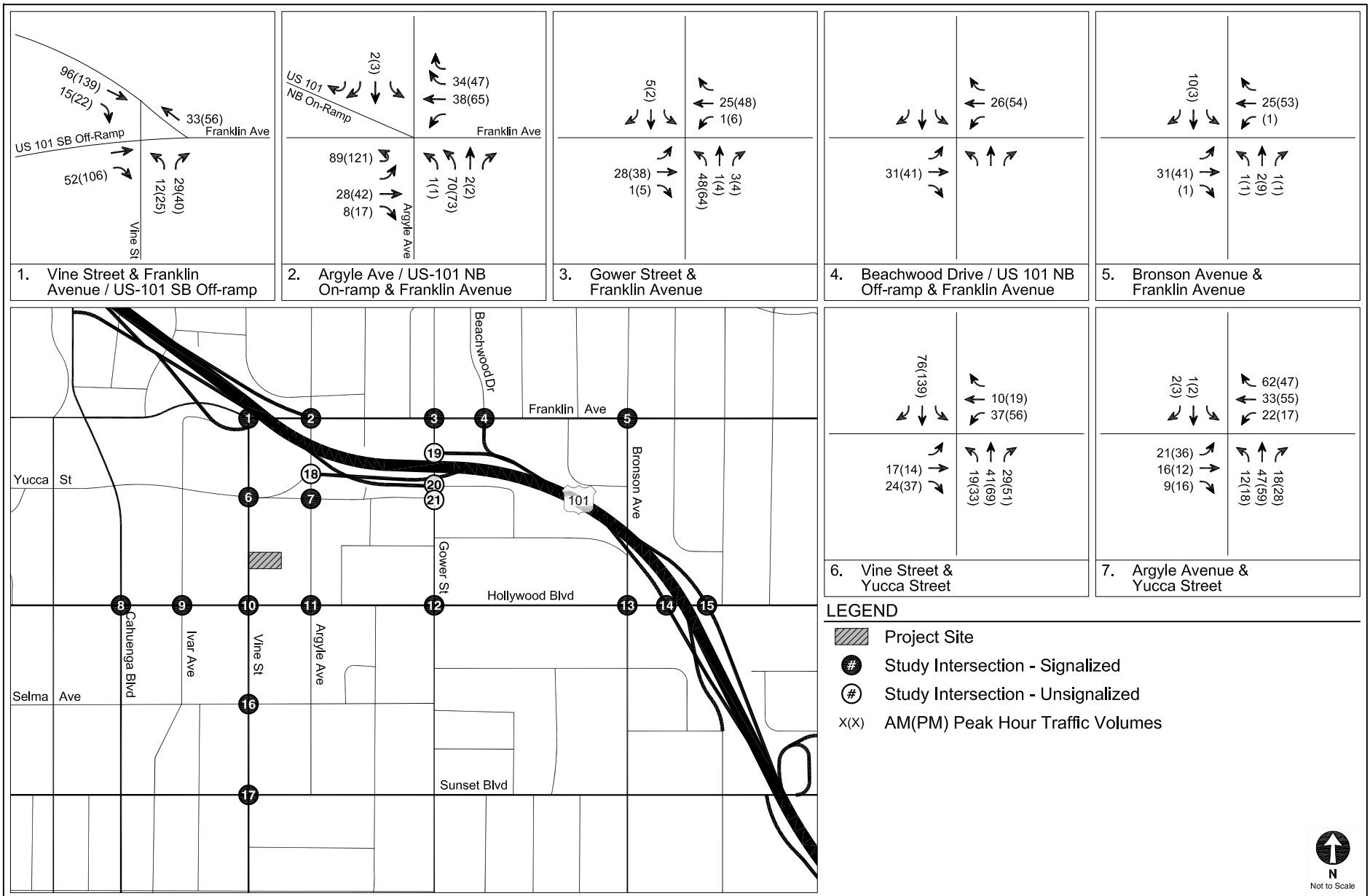
Table 7 summarizes the weekday AM and PM peak hour LOS results for each of the signalized study intersections under Future without Project Conditions. Table 7 indicates that 13 of the 17 signalized intersections are projected to operate at LOS D or better during both the weekday AM and PM peak hours. The remaining four signalized intersections are expected to operate at LOS E or F during at least one of the analyzed peak hours.

The LOS calculation worksheets are provided in Appendix D. The detailed analysis of the four unsignalized study intersections is provided in Chapter 9.



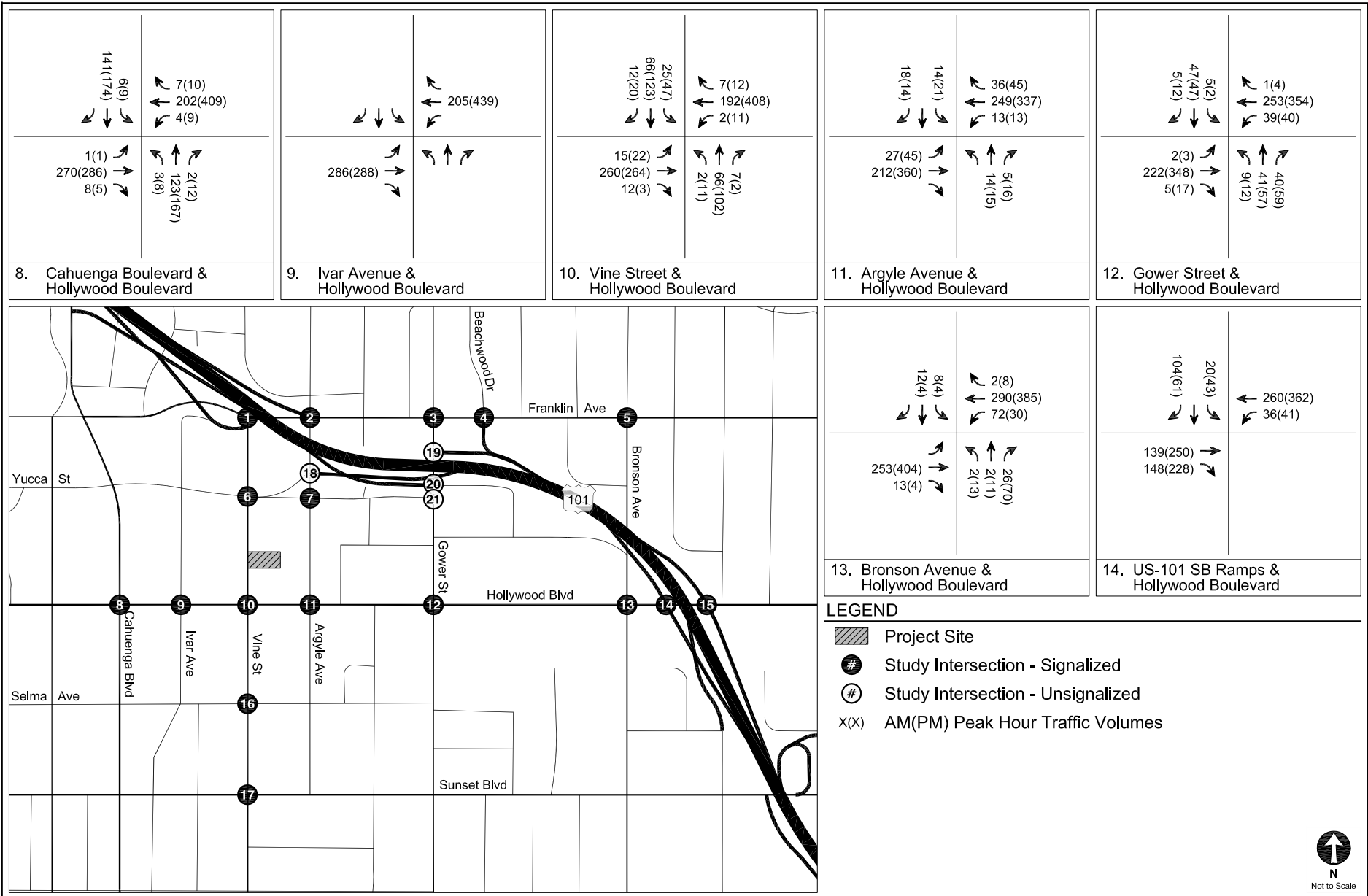
LOCATIONS OF RELATED PROJECTS

FIGURE 5



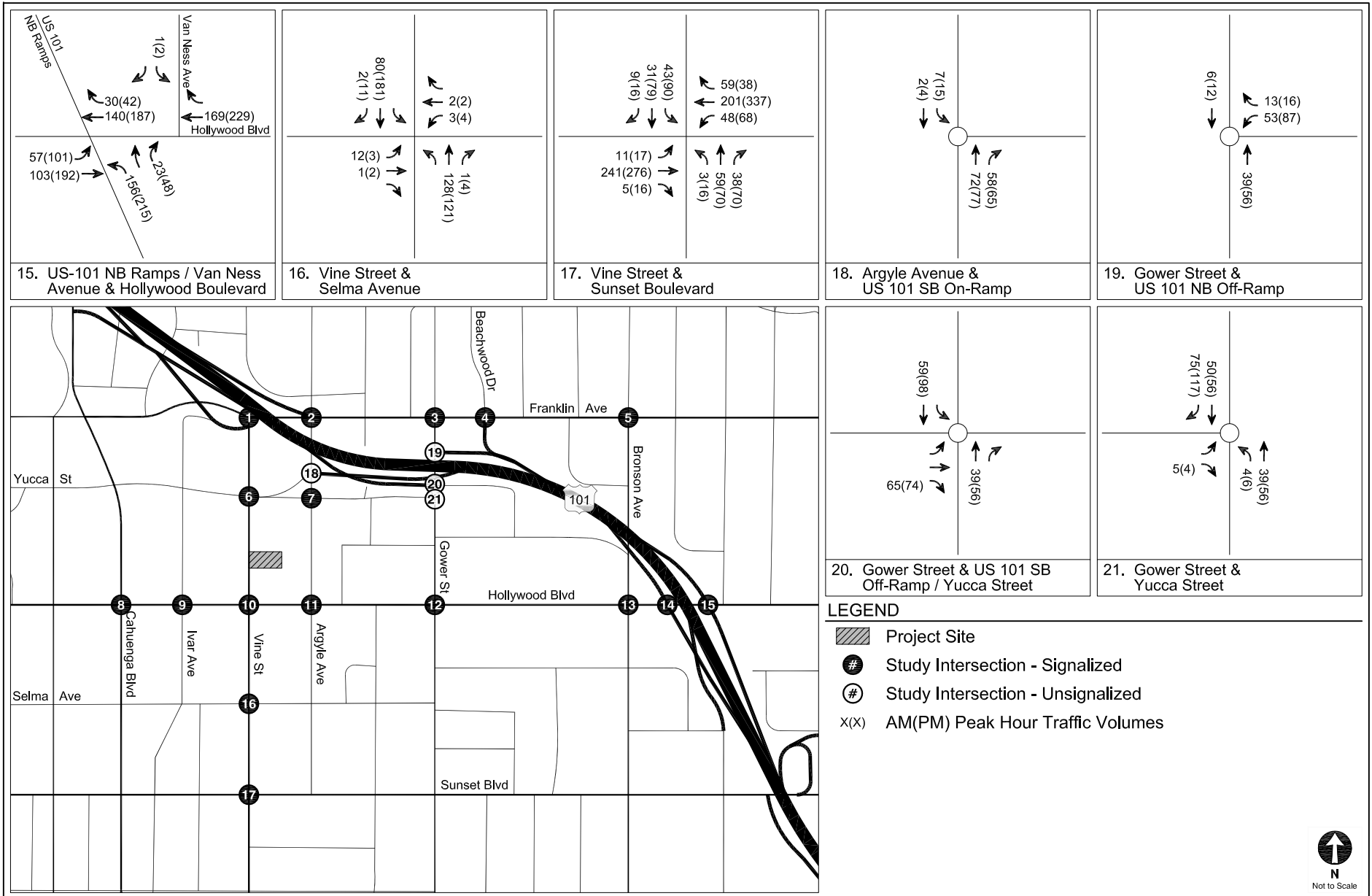
RELATED PROJECT-ONLY  
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE  
6



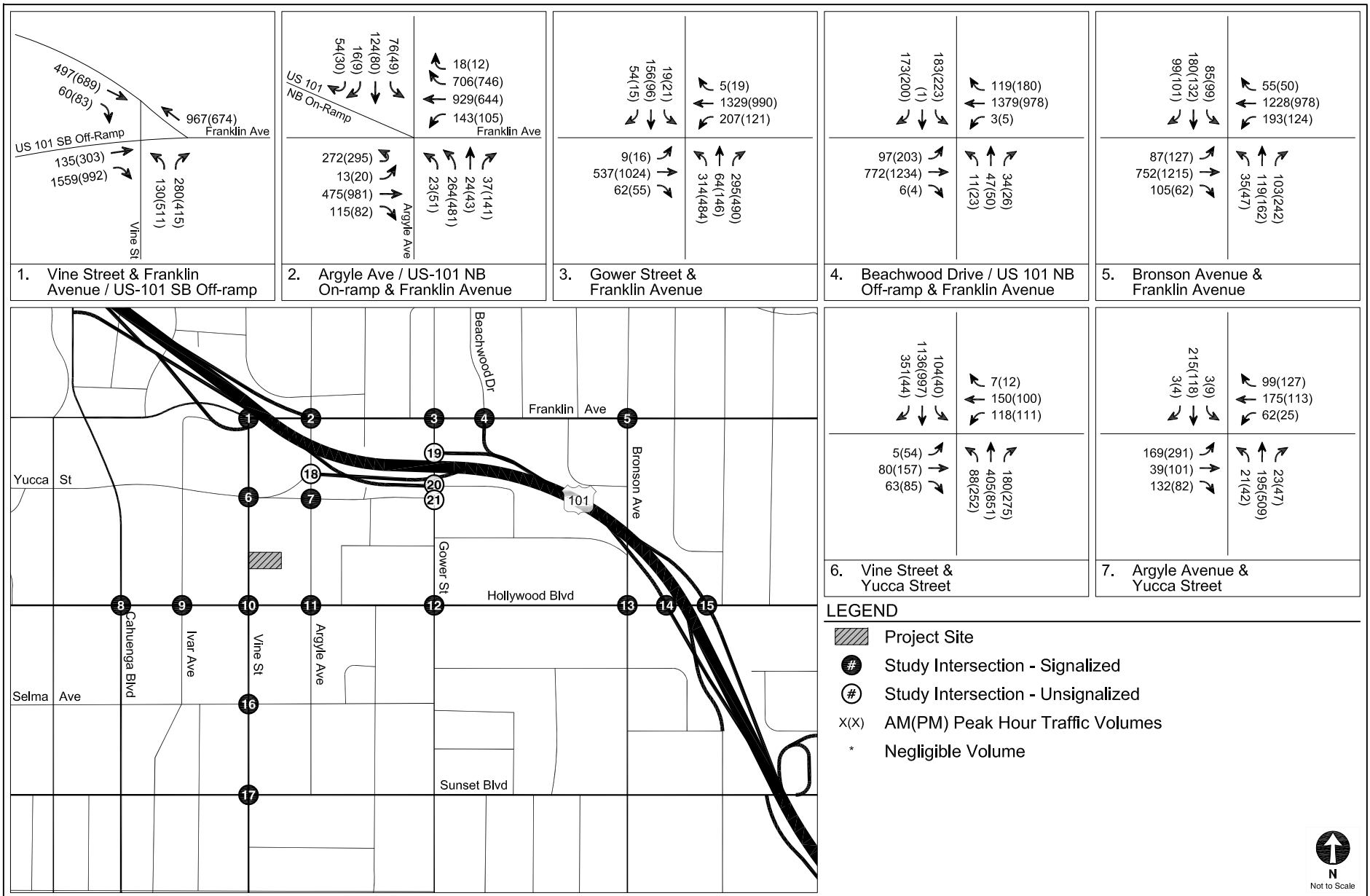
RELATED PROJECT-ONLY  
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE  
6 (CONT.)



RELATED PROJECT-ONLY  
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

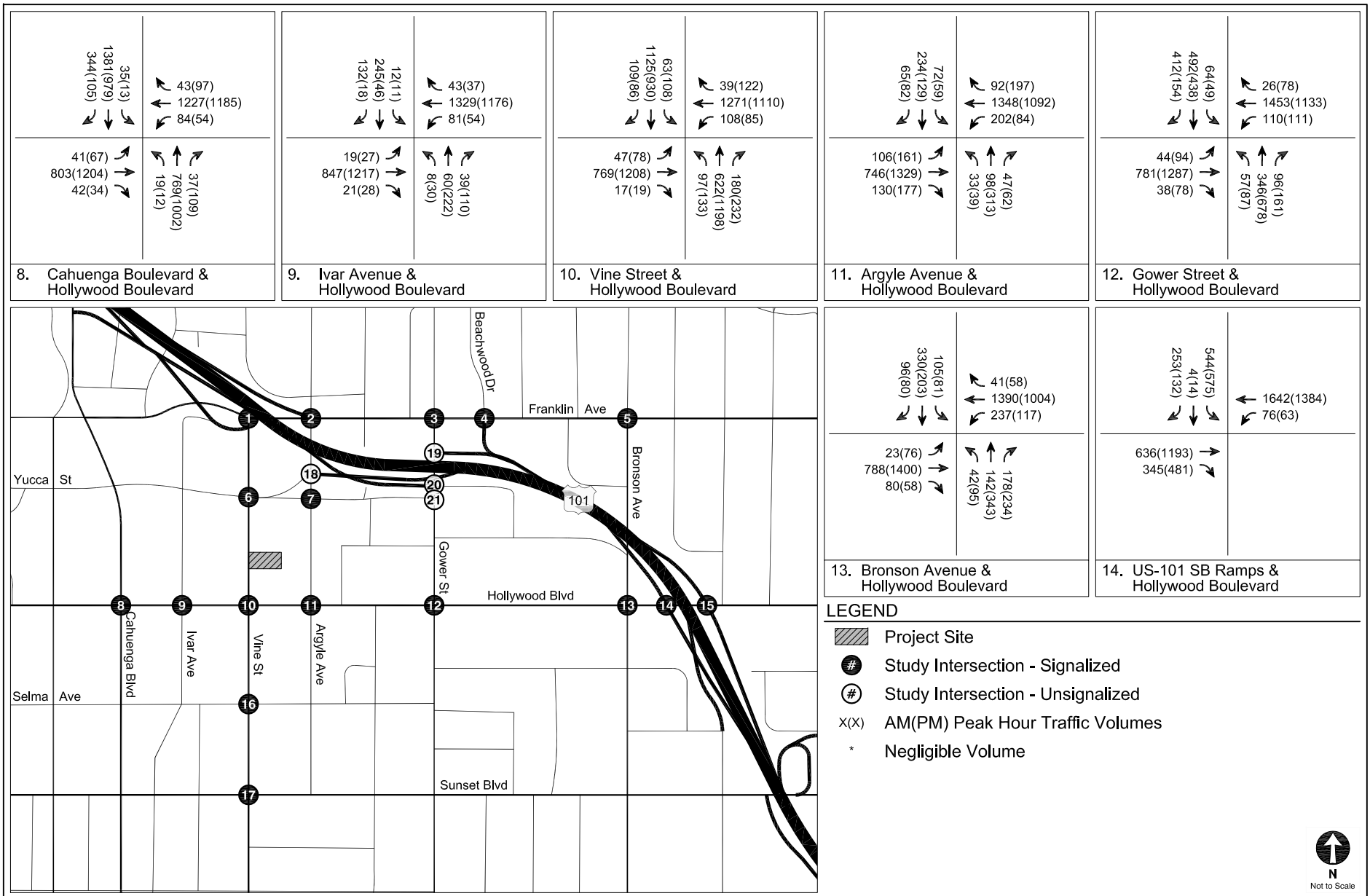
FIGURE  
6 (CONT.)



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)  
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

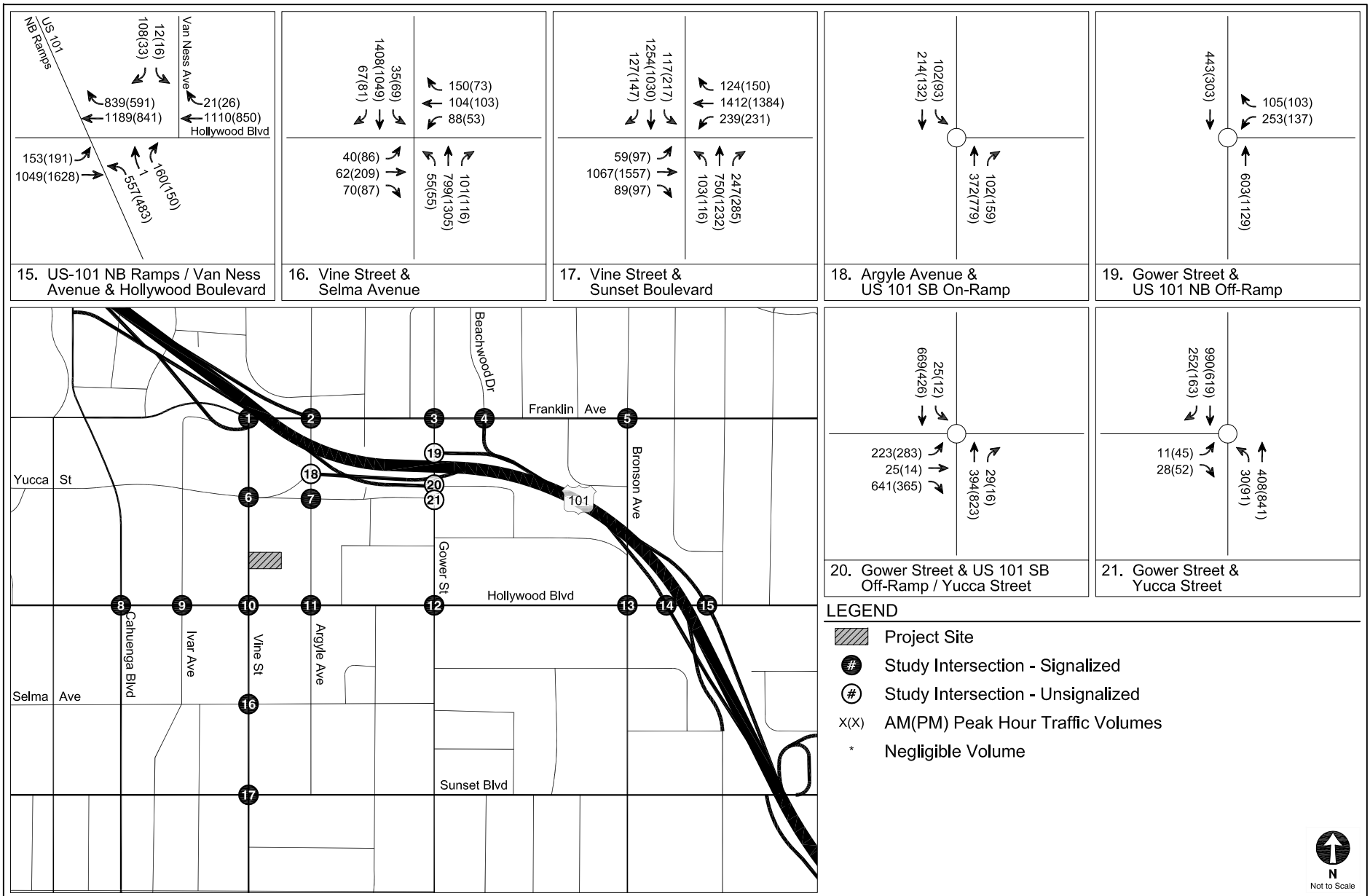
FIGURE  
7





FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)  
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE  
7 (CONT.)



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)  
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE  
7 (CONT.)

TABLE 6  
RELATED PROJECTS

| No. | Project                                | Address                    | Use   | Trip Generation [a] |              |          |       |              |          |       |
|-----|--|----------------------------|---|---------------------|--------------|----------|-------|--------------|----------|-------|
|     |  |                            |   | Daily               | AM Peak Hour |          |       | PM Peak Hour |          |       |
|     |  |                            |   |                     | Inbound      | Outbound | Total | Inbound      | Outbound | Total |
| 1.  | Mixed-Use                              | 3400 N Cahuenga Blvd       | 53 apartment units, 5,000 sf retail, 11,385 sf office, and 40,300 sf health club  | 1,518               | 115          | 110      | 225   | 121          | 67       | 188   |
| 2.  | McCadden Campus (LGBT)                 | 1118-1139 N McCadden Place | 100 senior housing units, 92 youth housing units, 17,040 sf office and 29,650 sf youth/senior center                    | 1,346               | 49           | 31       | 80    | 53           | 56       | 109   |
| 3.  | Sunset Millennium                      | 8500 W Sunset Blvd         | 371 hotel rooms, 34,000 sf restaurant/retail, 7,000 sf theater, 2,500 sf dining   | 5,412               | 205          | 149      | 354   | 213          | 221      | 434   |
| 4.  | Desmond's Tower                        | 5500 W Wilshire Blvd       | 175 apartment units   | 820                 | 13           | 51       | 64    | 51           | 28       | 79    |
| 5.  | Condominium                            | 3450 N Cahuenga Blvd       | 68 condominium units and 59,000 sf retail   | 3,010               | 15           | 72       | 87    | 131          | 64       | 195   |
| 6.  | Gaju Market (New California Market)    | 450 S Western Ave          | 130,500 sf retail   | 3,019               | 47           | 29       | 76    | 138          | 138      | 276   |
| 7.  | Paseo Plaza Mixed-Use                  | 5651 W Santa Monica Blvd   | 437 apartment units and 378,000 sf retail   | 6,831               | 50           | 200      | 250   | 419          | 225      | 644   |
| 8.  | BLVD 6200 Mixed-Use                    | 6200 W Hollywood Blvd      | 952 apartment units and 190,000 sf retail (Phase 1 Complete)  | 2,816               | 41           | 103      | 143   | 133          | 109      | 242   |
| 9.  | Sunset & Vine Mixed-Use                | 1538 N Vine Street         | 306 apartment units and 68,000 sf retail  | 3,049               | 27           | 109      | 136   | 191          | 103      | 294   |
| 10. | Sunset Bronson Studios                 | 5800 W Sunset Blvd         | 404,799 sf office   | 2,690               | 356          | 48       | 404   | 64           | 314      | 378   |
| 11. | La Brea                                | 101 S La Brea Ave          | 180 condominium units, 26,400 sf retail, and 3,000 sf other   | 1,503               | 11           | 52       | 63    | 62           | 30       | 92    |
| 12. | Third Street Mixed-Use Project         | 5863 W 3rd St              | 60 apartment units and 5,350 retail   | 1,248               | 29           | 140      | 169   | 85           | 42       | 127   |
| 13. | Yucca Street Condos                    | 6230 W Yucca Street        | 85 condominium units and 13,890 sf commercial   | 364                 | 4            | 21       | 25    | 21           | 11       | 32    |
| 14. | Office                                 | 959 N Seward Street        | 240,000 sf office   | 2,356               | 299          | 41       | 340   | 53           | 260      | 313   |
| 15. | Archstone Hollywood Mixed-Use Project  | 6911 W Santa Monica Blvd   | 374 condominium units and 15,000 sf retail  | 2,279               | 18           | 90       | 108   | 125          | 61       | 186   |
| 16. | Residential Project (Apartments)       | 3716 N Barham Blvd         | 364 Apartment Units   | 1,290               | 0            | 0        | 92    | 0            | 0        | 120   |
| 17. | 6516 - 6525 Selma Hotel                | 6516 W Selma Ave           | 200 hotel rooms   | 1,634               | 63           | 43       | 106   | 54           | 66       | 120   |
| 18. | Mixed-Use                              | 5245 W Santa Monica Blvd   | 68 apartment units and 51,674 sf retail   | 2,526               | 13           | 53       | 66    | 137          | 74       | 211   |
| 19. | Selma Hotel                            | 6417 W Selma Ave           | 180 room hotel and 12,840 sf restaurant   | 1,849               | 6            | 4        | 10    | 61           | 59       | 120   |
| 20. | Hollywood Production Center            | 1149 N Gower Street        | 57 residential units  | 704                 | 5            | 22       | 27    | 22           | 12       | 34    |
| 21. | Hanover Gower Mixed-Use                | 6100 W Hollywood Boulevard | 220 apartment units and 4,580 sf retail   | 1,659               | 24           | 92       | 116   | 96           | 57       | 153   |
| 22. | Gas Station & Convenience Store        | 3704 N Cahuenga Blvd       | Adding 1,700 sf to existing "gas station w/ conv. Store"  | 1,157               | 48           | 45       | 93    | 58           | 58       | 116   |
| 23. | Wilshire & Crescent Heights Mixed-Use  | 6245 W Wilshire Blvd       | 4200 sf bank, 133 apts, 4 condos & 1570 sf coffee shop  | 1,214               | 29           | 74       | 103   | 32           | 2        | 34    |
| 24. | Mixed-Use Office/Retail                | 936 N La Brea Ave          | 88,750 sf office and 12,000 sf retail   | 911                 | 24           | 5        | 29    | 14           | 37       | 38    |
| 25. | Pantages Theater Office                | 6225 W Hollywood Blvd      | 214,000 sf office   | 1,918               | 243          | 33       | 276   | 43           | 411      | 254   |
| 26. | Selma & Vine Office Project            | 1601 N Vine Street         | 121,609 sf office and 2,613 sf commercial   | 1,239               | 155          | 27       | 182   | 39           | 145      | 184   |
| 27. | Argyle Hotel Project                   | 1800 N Argyle Ave          | 225 room hotel  | 1,360               | 22           | 37       | 59    | 60           | 18       | 78    |
| 28. | Seward Street Office Project           | 956 N Seward Street        | 130,000 sf office   | 1,240               | 165          | 21       | 186   | 29           | 151      | 180   |
| 29. | NBC Universal Evolution Plan           | 100 Universal City Plaza   | Theme park, production studio, and entertainment district master plan   | 19,139              | 1,271        | 489      | 1,760 | 307          | 1,391    | 1,698 |
| 30. | Restaurant                             | 6757 W Hollywood Blvd      | 17,717 sf restaurant  | 1,220               | 5            | 5        | 10    | 35           | 17       | 52    |
| 31. | Mixed-Use                              | 1311 Cahuenga Boulevard    | 369 apartment units, 2,570 sf retail  | 2,564               | 39           | 151      | 190   | 154          | 85       | 239   |
| 32. | Hotel & Restaurant Project             | 6381 W Hollywood Blvd      | 80 hotel rooms and 15,290 sf restaurant   | 1,020               | (19)         | 11       | (8)   | 62           | 4        | 66    |
| 33. | Residential                            | 6298 W 3rd St              | 300 condominium units   | (248)               | 17           | 85       | 102   | (17)         | (8)      | (25)  |
| 34. | Television Center (TVC Expansion)      | 6300 W Romaine St          | 114,725 office, 40,927 gym and 38,072 dance studio  | 1,596               | 199          | 27       | 226   | 20           | 17       | 37    |
| 35. | Western Galleria Market                | 100 N Western Ave          | 98 apartment units and 30,000 sf retail   | 940                 | 17           | 40       | 57    | 54           | 38       | 92    |
| 36. | Hollywood Center Studios Office        | 6601 W Romaine St          | 104,155 sf office and 1,970 sf storage  | 808                 | 88           | 4        | 92    | 12           | 39       | 51    |
| 37. | Selma Community Housing                | 1603 N Cherokee Ave        | 66 affordable apartment units   | 439                 | 7            | 27       | 34    | 26           | 15       | 41    |
| 38. | Beverly & Fairfax Mixed-Use            | 7901 W Beverly Blvd        | 71 apartment units and 11,454 sf retail   | 493                 | 7            | 29       | 36    | 30           | 16       | 46    |
| 39. | Hudson Building                        | 6523 W Hollywood Blvd      | 15,000 sf restaurant  | 547                 | (16)         | (11)     | (27)  | 32           | 4        | 36    |
| 40. | La Brea Gateway                        | 915 N La Brea Ave          | 33,500 sf supermarket and 179 apartment units   | 2,615               | 5            | 86       | 91    | 158          | 90       | 248   |
| 41. | 375 Luxe                               | 375 N La Cienega Blvd      | 125 apts & 7900 sf retail   | 168                 | 8            | 47       | 55    | 34           | 11       | 45    |
| 42. | Residential                            | 712 N Wilcox Ave           | 100 apartment units   | 550                 | 8            | 34       | 42    | 33           | 18       | 51    |
| 43. | Restaurant & Deli                      | 5500 W Hollywood Blvd      | 4,648 sf restaurant and 1,000 sf deli   | 441                 | 6            | 6        | 12    | 22           | 15       | 37    |
| 44. | Mixed-Use                              | 316 N La Cienega Blvd      | 45 apts, 800 sf café, 3680 sf retail  | 602                 | 41           | 53       | 94    | 31           | 22       | 53    |
| 45. | Mixed-Use                              | 1610 N Highland Ave        | 248 apartment units and 14,710 sf retail  | 1,805               | 22           | 90       | 112   | 96           | 54       | 150   |
| 46. | Highland Avenue Indigo Hotel Project   | 1841 N Highland Ave        | 100 business hotel rooms  | 694                 | 29           | 19       | 48    | 26           | 24       | 50    |
| 47. | Millennium Hollywood Mixed-Use Project | 1740 N Vine St             | 492 apartment units, 200 hotel rooms, 100,000 sf office, 35,000 sf fitness club, 15,000 sf retail, 34,000 sf restaurant | 9,922               | 321          | 253      | 574   | 486          | 438      | 924   |
| 48. | Paramount Studios                      | 5555 W Melrose Ave         | 21,000 sf sound stage, 1,900 sf stage support, 635,500 sf production office, 638,100 sf office, and 64,200 sf retail    | 9,830               | 712          | 213      | 925   | 297          | 736      | 1,033 |
| 49. | 4900 Hollywood Mixed-Use               | 4900 W Hollywood Blvd      | 200 apartment units and 25,000 sf retail  | 1,585               | 24           | 75       | 99    | 89           | 56       | 145   |
| 50. | Apartments                             | 1411 N Highland Ave        | 90 apartment units  | 823                 | 23           | 43       | 66    | 45           | 26       | 71    |

Notes

[a] Related projects information provided by LADOT, Department of City Planning, and recent traffic studies in the area.

TABLE 6 (CONTINUED)  
RELATED PROJECTS

| No.  | Project  | Address                      | Use  | Trip Generation [a] |              |          |       |              |          |       |
|------|--|------------------------------|--|---------------------|--------------|----------|-------|--------------|----------|-------|
|      |  |                              |  | Daily               | AM Peak Hour |          |       | PM Peak Hour |          |       |
|      |  |                              |  |                     | Inbound      | Outbound | Total | Inbound      | Outbound | Total |
| 51.  | Apartment Project                              | 1824 N Highland Ave          | 118 apartment units  | 667                 | 10           | 41       | 51    | 40           | 22       | 62    |
| 52.  | Hotel  | 1133 N Vine St               | 112 hotel rooms  | 457                 | 19           | 13       | 32    | 18           | 15       | 33    |
| 53.  | The Lexington Mixed-Use                        | 6677 W Santa Monica Blvd     | 695 apartment units, 24,900 sf commercial  | 1,938               | 127          | 182      | 309   | 170          | 122      | 292   |
| 54.  | Columbia Square Mixed-Use                      | 6121 W Sunset Blvd           | 200 apartment units, 422,500 sf office, 25,500 sf restaurant, 16,500 sf retail, and 15,000 sf health club                    | 6,327               | 477          | 211      | 688   | 254          | 428      | 682   |
| 55.  | Mixed-Use (High Line West)                     | 5550 W Hollywood Blvd        | 278 apartment units and 12,500 sf retail   | 1,267               | (3)          | 43       | 40    | 47           | 17       | 64    |
| 56.  | Tutoring Center                                | 927 N Highland Ave           | 100 school students and 18 tutoring employees  | 155                 | 4            | (1)      | 3     | 23           | 17       | 40    |
| 57.  | Kaiser Permanente Medical Office               | 4905 W Hollywood Blvd        | 89,000 sf office   | 1,285               | 68           | 18       | 86    | 35           | 92       | 127   |
| 58.  | Office - Museum Square                         | 5757 W Wilshire Bl           | 249,500 sf office  | 1,798               | 251          | 34       | 285   | 47           | 228      | 275   |
| 59.  | Restaurants                                    | 135 N Western Ave            | 11904 sf restaurant  | 330                 | 21           | 20       | 41    | 9            | 9        | 18    |
| 60.  | 6200 W Sunset Boulevard                        | 6200 W Sunset Boulevard      | 270 apartment units, 10,000 sf of restaurant, 2,420 sf retail  | 3,171               | 88           | 160      | 248   | 172          | 103      | 275   |
| 61.  | Mixed-Use                                      | 7120 W Sunset Blvd           | 44 apartment units and 2,900 sf commercial   | 397                 | 0            | 14       | 14    | 25           | 4        | 29    |
| 62.  | Sunset Crescent Heights                        | 8150 Sunset Blvd             | 249 apartment units, 51,150 sf retail, 24,811 sf supermarket, 5,094 sf bank, 22,189 sf restaurant, and 8,095 sf dance studio | 1,077               | (92)         | 10       | (82)  | 158          | 58       | 216   |
| 63.  | Academy Museum of Motion Pictures              | 6067 W Wilshire Blvd         | Museum 5000 visitors, 135 employees, 5 ksf store, 4 KSF restaurant   | 2,693               | 0            | 0        | 0     | 56           | 261      | 317   |
| 64.  | Ametron  | 1546 N Argyle Ave            | 276 apartment units and 30,431 retail/restaurant   | 532                 | 163          | 12       | 175   | 10           | 130      | 140   |
| 65.  | Sunset + Wilcox                                | 1541 N Wilcox Ave            | 225 hotel rooms and 13,004 sf restaurant   | 3,359               | 103          | 80       | 183   | 147          | 114      | 261   |
| 66.  | Mixed-Use                                      | 1350 N Western Ave           | 52 apartment units and 4,200 sf retail   | 243                 | (36)         | 39       | 3     | 29           | (45)     | (16)  |
| 67.  | Palladium Residences                           | 6201 W Sunset Blvd           | 731 apartment units, 5,000 sf restaurant, 21,000 sf retail, and 2,000 sf coffee shop   | 4,913               | 128          | 228      | 356   | 234          | 169      | 403   |
| 68.  | 5600 W Hollywood Boulevard                     | 5600 W Hollywood Boulevard   | 32 apartment units, 1,300 sf commercial  | 269                 | 4            | 13       | 17    | 15           | 10       | 25    |
| 69.  | City Lights Mixed-Use                          | 1515 N Hillhurst Ave         | 202 Apts, 5.35 KSF Retail, 5.05 KSF Restaurant, 3.025 KSF Coffee/Donut   | 1,664               | 43           | 92       | 134   | 111          | 73       | 183   |
| 70.  | 925 La Brea Avenue                             | 925 S La Brea Ave            | 17,000 sf retail and 53,000 sf office  | 810                 | 66           | 11       | 77    | 24           | 71       | 95    |
| 71.  | 904 La Brea Avenue                             | 904 S La Brea Ave            | 169 apartment units and 40,000 sf retail   | 2,072               | 25           | 68       | 93    | 106          | 80       | 186   |
| 72.  | 6250 Sunset (Nickelodeon)                      | 6250 W Sunset Boulevard      | 200 apartment units, 13,510 sf office, 13,471 sf other, and 4,700 sf retail  | 1,473               | 52           | 80       | 132   | 71           | 50       | 121   |
| 73.  | Mixed-Use                                      | 5901 Sunset Blvd             | 274,000 sf office and 26,000 sf supermarket  | 3,835               | 350          | 61       | 411   | 122          | 338      | 460   |
| 74.  | 2014 Residential                               | 707 N Cole Ave               | 84 apartment units   | 236                 | 2            | 15       | 18    | 13           | 6        | 19    |
| 75.  | Hotel  | 1921 Wilcox Ave              | 159 hotel rooms and 3,050 sf restaurant  | 1,687               | 68           | 49       | 117   | 66           | 59       | 125   |
| 76.  | 1717 Bronson Avenue                            | 1717 N Bronson Ave           | 93 apartment units   | 436                 | 6            | 27       | 33    | 26           | 14       | 40    |
| 77.  | Hotel & Retail                                 | 4110 W 3rd Street            | 173 room hotel & 2780 sf retail  | 1,185               | 45           | 35       | 80    | 46           | 40       | 86    |
| 78.  | Cahuenga Boulevard Hotel                       | 1525 N Cahuenga Blvd         | 64 hotel rooms, 1,500 sf commercial, and 3,550 sf restaurant   | 469                 | 13           | 9        | 22    | 17           | 17       | 34    |
| 79.  | Sunset Mixed-Use                               | 7500-7510 W Sunset Blvd      | 236 apartment units and 30,000 sf retail   | 4,288               | 21           | 84       | 105   | 81           | 43       | 124   |
| 80.  | Las Palmas Residential (Hollywood Cherokee)    | 1718 N Las Palmas Ave        | 29 condominium units, 195 apartment units, and 985 sf retail   | 1,333               | 21           | 84       | 105   | 81           | 43       | 124   |
| 81.  | Mixed-Use                                      | 901 N Vine Street            | 85 apartment units, 4,000 sf retail, and 4,000 sf restaurant   | (32)                | 4            | 26       | 30    | (5)          | 1        | (4)   |
| 82.  | Apartments                                     | 525 N Wilton Place           | 88 apartment units   | 449                 | 6            | 28       | 34    | 27           | 14       | 41    |
| 83.  | Apartments                                     | 3875 W Wilshire Blvd         | 220 apartment units  | 1,238               | 19           | 77       | 96    | 77           | 42       | 119   |
| 84.  | Hardware Store                                 | 4905 W Hollywood Blvd        | 36,600 sf retail   | 1,404               | 13           | 12       | 25    | 64           | 68       | 132   |
| 85.  | Caruso Affiliated                              | 333 S La Cienega Blvd        | 162 apts, 27 ksf supermarket, 3560 sf restaurant   | 2,020               | 35           | 71       | 106   | 114          | 77       | 191   |
| 86.  | Target Retail Shopping Center Project          | 5520 W Sunset Blvd           | 163,862 sf discount store and 30,887 shopping center   | 4,903               | 52           | 21       | 73    | 211          | 211      | 422   |
| 87.  | Academy Square                                 | 1341 Vine St                 | 233,665 sf office, 250 apartment units, 49,135 sf commercial   | 4,903               | 52           | 21       | 73    | 211          | 211      | 422   |
| 88.  | Hotel  | 6409 W Sunset Blvd           | 221 hotel rooms and 1,893 sf retail  | 851                 | 32           | 13       | 45    | 36           | 43       | 79    |
| 89.  | Mixed-Use                                      | 1233 N Highland Ave          | 72 apartment units   | 714                 | 11           | 27       | 38    | 38           | 28       | 66    |
| 90.  | Mixed-Use                                      | 7107 Hollywood Blvd          | 410 apartment units, 5,000 sf restaurant, and 5,000 sf retail  | 2,637               | 49           | 157      | 206   | 167          | 86       | 253   |
| 91.  | Mixed-Use                                      | 1310 N Cole Ave              | 375 apartment units and 2,800 office   | 2,226               | 20           | 139      | 159   | 139          | 58       | 197   |
| 92.  | 5750 Hollywood                                 | 5750 Hollywood Blvd          | 162 apartment units and 5,000 sf commercial  | 1,060               | 16           | 61       | 77    | 62           | 36       | 98    |
| 93.  | Mixed-Use at 6901 Santa Monica Bl              | 6901 Santa Monica Blvd       | 231 apartment units, 5,000 sf restaurant, and 10,000 sf retail   | 1,010               | 0            | 78       | 78    | 66           | 18       | 84    |
| 94.  | Hyatt House Hotel & Retail                     | 6611 W Hollywood Blvd        | 167 hotel rooms, 10,500 sf retail, and 5,400 sf restaurant   | 529                 | 26           | 21       | 47    | 14           | 34       | 48    |
| 95.  | Jewish Family Service                          | 320 N Fairfax Ave            | 28341 sf office  | 276                 | 28           | 9        | 37    | 4            | 21       | 25    |
| 96.  | John Anson Ford Theater                        | 2580 Cahuenga Boulevard East | 311 net new theater seats, 5,400 sf restaurant, and 30 office employees  | 610                 | 34           | 1        | 35    | 18           | 43       | 61    |
| 97.  | Hollywood Central Park                         | Hollywood Freeway (US 101)   | 38 acre park, amphitheater, and neighborhood uses  | 2,298               | 104          | 69       | 173   | 115          | 89       | 204   |
| 98.  | TAO Restaurant                                 | 6421 W Selma Ave             | Replace auto body shop with 114-room hotel and 17,607 sf quality restaurant  | 1,688               | 8            | 7        | 15    | 94           | 46       | 140   |
| 99.  | Wilcox Hotel                                   | 1717 Wilcox Ave              | 140 hotel rooms and 10,000 sf restaurant   | 1,750               | 77           | 55       | 132   | 73           | 59       | 132   |
| 100. | Restaurant & Multi-Purpose Entertainment Venue | 6506 W Hollywood Boulevard   | 13,000 sf bar and restaurant   | 1,179               | 0            | 0        | 0     | 78           | 40       | 118   |

Notes

[a] Related projects information provided by LADOT, Department of City Planning, and recent traffic studies in the area.

TABLE 6 (CONTINUED)  
RELATED PROJECTS

| No.                             | Project  | Address   | Use   | Trip Generation [a] |              |          |       |              |          |       |
|---------------------------------|--|---|---|---------------------|--------------|----------|-------|--------------|----------|-------|
|                                 |  |   |   | Daily               | AM Peak Hour |          |       | PM Peak Hour |          |       |
|                                 |  |   |   |                     | Inbound      | Outbound | Total | Inbound      | Outbound | Total |
| 101.                            | Hotel  | 6600 W Sunset Boulevard   | 50 hotel rooms  | 409                 | 17           | 11       | 28    | 15           | 15       | 30    |
| 102.                            | Hotel  | 6500 Selma Avenue   | 70 hotel rooms and 4,320 sf restaurant  | 1,121               | 48           | 36       | 84    | 47           | 38       | 85    |
| 103.                            | Mixed-Use  | 6220 W Yucca St   | 260 hotel rooms, 191 apartment units, 6,980 sf restaurant                                       | 3,182               | 114          | 119      | 233   | 144          | 105      | 249   |
| 104.                            | Apartments   | 2864 N Cahuenga Blvd  | 300 apartments  | 1,895               | 30           | 115      | 145   | 114          | 62       | 176   |
| 105.                            | Tommie Hotel   | 1400 N Cahuenga Blvd  | 175 hotel rooms, 600 sf retail, 5,043 sf restaurant   | 118                 | 15           | 2        | 17    | 3            | 13       | 16    |
| 106.                            | Melrose Crossing Mixed-Use   | 7000 Melrose Avenue   | 40 apartment units and 7,565 sf retail  | 334                 | 4            | 17       | 21    | 20           | 12       | 32    |
| 107.                            | Apartments   | 5460 W Fountain Ave   | 75 apartment units  | 499                 | 0            | 0        | 38    | 0            | 0        | 47    |
| 108.                            | SunWest Project Mixed-Use  | 5525 W Sunset Blvd  | 293 apartment units, 33,980 sf commercial   | 3,411               | 80           | 124      | 204   | 203          | 142      | 345   |
| 109.                            | Mixed-Use  | 1657 N Western Avenue   | 91 apartment units, 39,350 sf retail, 25,900 sf office and 16 senior housing units              | 702                 | 10           | 29       | 39    | 37           | 25       | 62    |
| 110.                            | 7900 Hollywood Residential   | 7900 Hollywood Boulevard  | 50 apartment units  | 251                 | 3            | 16       | 19    | 14           | 8        | 22    |
| 111.                            | Hollywood Crossroads   | 1540-1552 Highland Ave  | 950 residential units, 308 hotel rooms, 95,000 sf office, and 185,000 sf commercial retail uses | 17,734              | 657          | 664      | 1,321 | 842          | 682      | 1,524 |
| 112.                            | Hollywood De Longpre Apartments  | 5632 De Longpre Ave   | 185 apartment units   | 800                 | (31)         | 25       | (6)   | 50           | 19       | 69    |
| 113.                            | Mixed-Use  | 6915 Melrose Avenue   | 13 condominium units and 7,500 sf retail  | 398                 | 2            | 12       | 14    | 96           | 54       | 35    |
| 114.                            | Apartments & Retail  | 6758 W Yucca Street   | 270 apartment units and 8,500 sf retail   | (138)               | (17)         | (68)     | (85)  | 9            | 5        | 14    |
| 115.                            | Condos & Retail  | 5663 Melrose Avenue   | 96 condominium units and 3,350 sf retail  | 797                 | 8            | 37       | 45    | 96           | 54       | 63    |
| 116.                            | Retail & Office Building   | 6904 W Hollywood Boulevard  | 29,900 sf retail and 16,700 sf office   | 352                 | 17           | 11       | 28    | 18           | 24       | 42    |
| 117.                            | Residential Development  | 6001 W Carlton Way  | 42 condominium units  | 246                 | 3            | 15       | 18    | 96           | 54       | 22    |
| 118.                            | Apartments   | 7046 W Hollywood Boulevard  | 42 apartment units  | 279                 | 4            | 17       | 21    | 17           | 9        | 26    |
| 119.                            | Mixed-Use  | 1222 N La Brea Avenue   | 187 apartment units and 19,559 sf commercial retail uses  | 2,901               | 43           | 173      | 216   | 179          | 96       | 275   |
| 120.                            | Mixed-Use  | 7113 W Santa Monica Boulevard   | 184 apartment units and 13,350 sf commercial retail uses  | 2,368               | 33           | 131      | 164   | 144          | 78       | 222   |
| 121.                            | Sunset & Gordon Mixed-Use  | 5935 W Sunset Boulevard   | 311 condominium units, 40,000 sf office, 8,500 sf restaurant, and 5,000 sf retail               | 1,248               | 29           | 140      | 169   | 85           | 42       | 127   |
| 122.                            | 6400 Sunset Mixed-Use  | 6400 Sunset Boulevard   | 192 apartment units, 3,000 sf retail, 4,000 sf restaurant                                       | 143                 | 16           | 72       | 88    | 30           | (15)     | 15    |
| 123.                            | Restaurant Expansion   | 1615 N Cahuenga Boulevard   | 10,270 sf restaurant use  | 294                 | 2            | 1        | 3     | 17           | 7        | 24    |
| 124.                            | Apartments   | 1749 Las Palmas Avenue  | 38 apartment units  | 147                 | 2            | 9        | 11    | 9            | 5        | 14    |
| 125.                            | Mixed-Use  | 1868 N Western Avenue   | 104 apartment units, 13,500 sf retail   | 363                 | (5)          | 18       | 13    | 20           | 7        | 27    |
| 126.                            | 747 N Western Avenue   | 747 N Western Avenue  | 44 apartment units and 7,700 sf retail  | 622                 | 8            | 21       | 29    | 32           | 24       | 56    |
| 127.                            | 6630 W Sunset Boulevard  | 6630 W Sunset Boulevard   | 40 apartment units  | 266                 | 4            | 16       | 20    | 16           | 9        | 25    |
| 128.                            | 1001 N Orange Drive  | 1001 N Orange Drive   | 53,000 sf office  | 585                 | 73           | 10       | 83    | 13           | 66       | 79    |
| 129.                            | LACMA  | 5905 Wilshire Boulevard   | 368,300 sf museum   | --                  | --           | --       | --    | --           | --       | --    |
| 130.                            | 750 N Edinburgh  | 750 N Edinburgh Ave   | 8 single family homes   | 23                  | 1            | 1        | 2     | 2            | 1        | 3     |
| 131.                            | Sunset & Western   | 5420 W Sunset Boulevard   | 732 apartment units, 60,000 sf supermarket, 38,000 sf commercial & 9,000 sf live/work space     | 2,604               | 17           | 206      | 223   | 168          | 80       | 248   |
| 132.                            | Sunset-Junction  | 4000-4301 Sunset Bl   | 297 apartment units, 25,877 sf commercial   | 2,947               | 83           | 154      | 237   | 156          | 95       | 251   |
| 133.                            | Hollywood/Wilcox   | 6430-6440 W Hollywood Bl  | 260 apartment units, 3,580 sf office, 11,020 sf retail, 3,200 sf restaurant                     | 1,625               | 23           | 98       | 121   | 99           | 44       | 143   |
| 134.                            | Cedars-Sinai Medical Center Project - West Tower   | 8723 W Alden Dr   | New medical building with 100 beds & new parking facility                                       | 1,181               | 79           | 34       | 113   | 47           | 83       | 130   |
| 135.                            | Apartments   | 850 S Crenshaw Bl   | 44 apartment units  | 293                 | 4            | 18       | 22    | 18           | 10       | 28    |
| 136.                            | 4074 W 5th Street Mixed Use  | 4074 W 5th St   | 119 apartment units & 13,000 sf retail  | 908                 | 13           | 44       | 57    | 51           | 32       | 83    |
| 137.                            | Mixed-Use  | 3986 W Wilshire Bl  | 228 apartment units, 5,000 sf coffee shop, 5,000 sf restaurant & 12,000 sf retail               | 1,354               | 100          | 23       | 123   | 124          | 77       | 201   |
| 138.                            | Edin Park  | 8001 W Beverly Bl   | 12,685 sf retail & 15,245 sf restaurant   | 2,110               | 84           | 66       | 150   | 97           | 71       | 168   |
| 139.                            | 7007 W Romaine Street Office and Retail  | 7007 W Romaine St   | 53,356 sf office & 3,555 sf retail  | 567                 | 63           | 7        | 70    | 17           | 58       | 75    |
| 140.                            | Mixed-Use  | 4914 W Melrose Ave  | 45 live/work units & 3,760 sf retail  | 460                 | 7            | 20       | 27    | 25           | 17       | 42    |
| 141.                            | Hospital Seismic Retrofit  | 1300 N Vermont Ave  | Replace existing hospital and ancillary uses with 30,933 sf office                              | 290                 | 36           | 5        | 41    | 6            | 30       | 36    |
| 142.                            | Postpartum Extended Care & Retail  | 257 S Mariposa Ave  | Postpartum extended care with 3,490 sf retail & 98 apartment units                              | 772                 | 10           | 41       | 51    | 44           | 25       | 69    |
| 143.                            | Hotel 6399 Wilshire Boulevard  | 6399 W Wilshire Bl  | 176-room hotel  | 377                 | (63)         | 19       | (45)  | 22           | (48)     | (26)  |
| 144.                            | Onni Group Mixed-Use Development   | 1360 N Vine Street  | 420 apartments with 60,000 sf commercial  | 3,768               | 57           | 157      | 214   | 202          | 140      | 342   |
| 145.                            | 1600 Schrader  | 1600 Schrader Boulevard   | 168-room hotel with 4,028 sf restaurant   | 1,445               | 58           | 42       | 100   | 57           | 51       | 108   |
| <b>OTHER AREA-WIDE PROJECTS</b> |  |   |   |                     |              |          |       |              |          |       |
| Project                         | Description  | Extents   |   |                     |              |          |       |              |          |       |
| Hollywood Community Plan Update | The Hollywood Community Plan Update proposes updates to land use policies and the land use diagram. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low to medium scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate assumed in the Future analysis. | South of City of Burbank, City of Glendale, and SR 134; west of Interstate 5; north of Melrose Avenue; south of Mulholland Drive, City of West Hollywood, Beverly Hills, including land south of the City of West Hollywood and north of Rosewood Avenue between La Cienega Boulevard and La Brea Avenue. |   |                     |              |          |       |              |          |       |

Notes

[a] Related projects information provided by LADOT, Department of City Planning, and recent traffic studies in the area.

**TABLE 7  
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)  
SIGNALIZED INTERSECTION LEVELS OF SERVICE**

| No. | Intersection  | Peak Hour | Future without Project Conditions |     |
|-----|---|-----------|-----------------------------------|-----|
|     |   |           | V/C                               | LOS |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.359                             | A   |
|     |   | PM        | 0.439                             | A   |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.893                             | D   |
|     |   | PM        | 0.933                             | E   |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.696                             | B   |
|     |   | PM        | 0.745                             | C   |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.687                             | B   |
|     |   | PM        | 0.675                             | B   |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.652                             | B   |
|     |   | PM        | 0.775                             | C   |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.587                             | A   |
|     |   | PM        | 0.594                             | A   |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.282                             | A   |
|     |   | PM        | 0.459                             | A   |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.971                             | F * |
|     |   | PM        | 0.719                             | F * |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.635                             | B   |
|     |   | PM        | 0.600                             | A   |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.894                             | F * |
|     |   | PM        | 0.883                             | F * |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.629                             | B   |
|     |   | PM        | 0.685                             | B   |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.789                             | C   |
|     |   | PM        | 0.779                             | C   |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.705                             | C   |
|     |   | PM        | 0.747                             | C   |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.758                             | C   |
|     |   | PM        | 0.639                             | B   |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.887                             | D   |
|     |   | PM        | 0.681                             | B   |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.625                             | B   |
|     |   | PM        | 0.614                             | B   |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.931                             | F * |
|     |   | PM        | 1.075                             | F * |

Notes

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

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## **Chapter 4**

### **Project Traffic**

This chapter describes the assumptions and methodology used in developing the traffic volumes associated with the proposed Project within the Study Area.

#### **PROJECT DESCRIPTION**

As described in Chapter 1, the Project proposes the development of a 216-room affordable luxury hotel with approximately 4,354 sf of publicly accessible restaurant uses. The Project Site's approximately 6,393 sf existing restaurant and surface parking lot would be removed in connection with the Project. Vehicular access would be provided via a full-access driveway on Vine Street. The conceptual Project Site plan is shown in Figure 1.

#### **PROJECT TRIP GENERATION**

The number of trips expected to be generated by the Project was estimated using rates published for hotels and high-turnover restaurants in *Trip Generation, 9<sup>th</sup> Edition*. These rates are based on surveys of similar land uses at sites around the country and are provided as both daily rates and AM and PM peak hour rates. They relate the number of vehicle trips traveling to and from the Project Site to the size of development of each land use. Although the hotel trip rates account for hotel ancillary uses (i.e., conference/meeting rooms, lobby lounge and bar, rooftop bar and lounge, guest amenities, restaurant, retail, etc.), the Project's restaurant and lounge area within the hotel is open to the public and was, therefore, analyzed separately as a high-turnover restaurant to provide a conservative analysis.

Appropriate trip generation reductions to account for public transit usage were made in consultation with LADOT. The Project is located less than 500 feet from the Metro Red Line Hollywood/Vine station and a Rapid Bus line stop; therefore, a 25% transit adjustment was

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applied to the Project, per *Traffic Study Policies and Procedures*. A 50% internal capture reduction was also applied to the restaurant uses to account for person trips made between the hotel and restaurant uses by hotel guests.

After accounting for the adjustments above and the removal of the existing uses, the Project is anticipated to generate 1,101 net new weekday trips, including 99 AM peak hour trips (58 inbound, 41 outbound) and 77 PM peak hour trips (35 inbound, 42 outbound), as summarized in Table 8.

## **PROJECT TRIP DISTRIBUTION**

Similar to the trip distribution of traffic for the Related Projects described in Chapter 3, the geographic distribution of trips generated by the Project is dependent on the location of residential and employment centers from which patrons of the Project would be drawn, characteristics of the street system serving the Project Site, the level of accessibility of the routes to and from the Project Site, existing intersection traffic volumes, the Project ingress/egress availability based on the proposed site access and circulation scheme, and the location of the proposed driveways, as well as input from LADOT staff.

Based on these considerations, traffic entering and exiting the Project was assigned to the surrounding street system. The intersection-level trip distribution pattern for the Project at the study intersections is shown in Figure 8. Generally, the pattern is as follows:

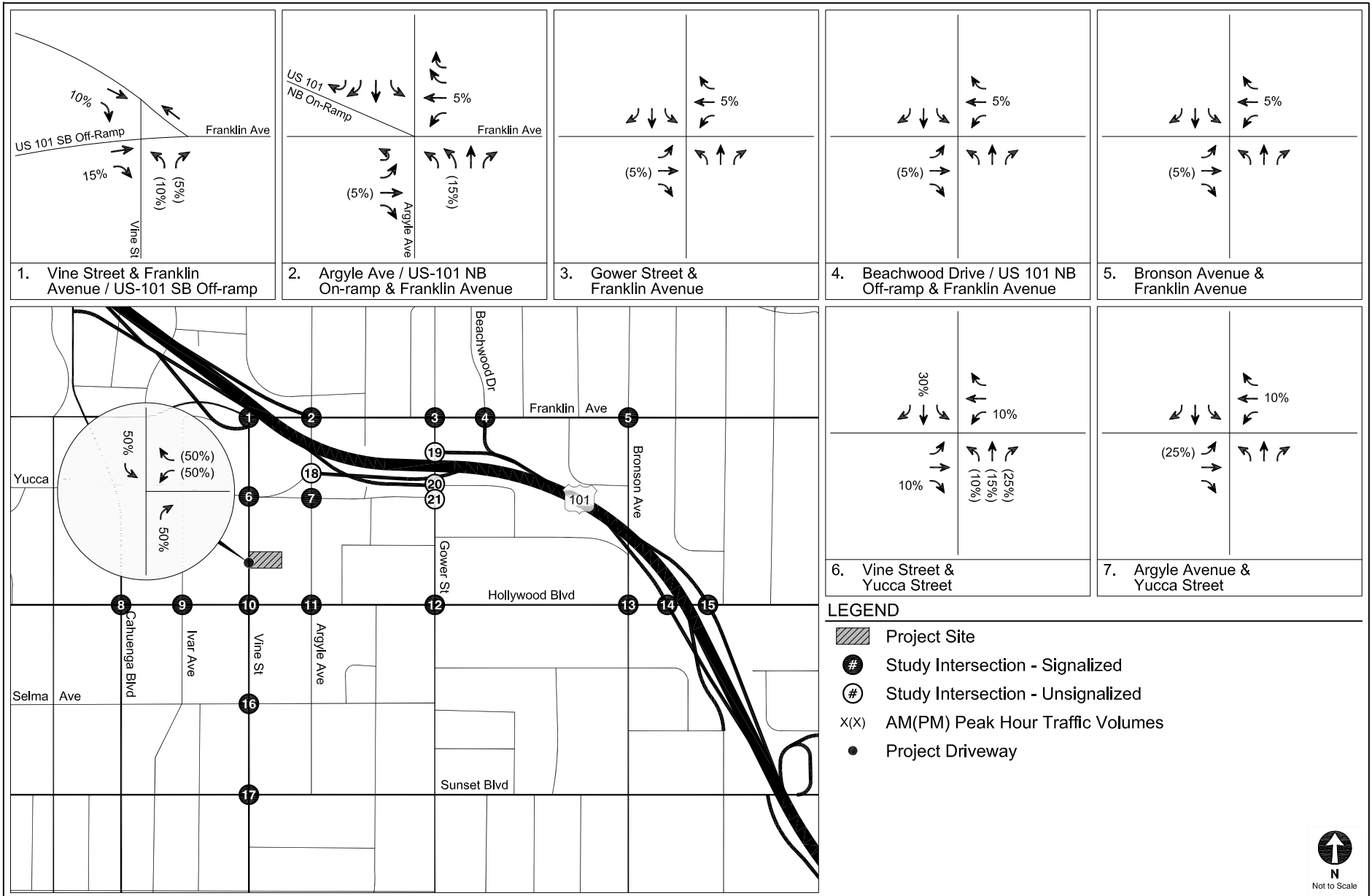
- 25% to/from the north (US 101, Cahuenga Boulevard)
- 25% to/from the south (US 101, Vine Street)
- 15% to/from the east (Franklin Avenue, Hollywood Boulevard, Sunset Boulevard)
- 35% to/from the west (Franklin Avenue, Hollywood Boulevard, Sunset Boulevard)



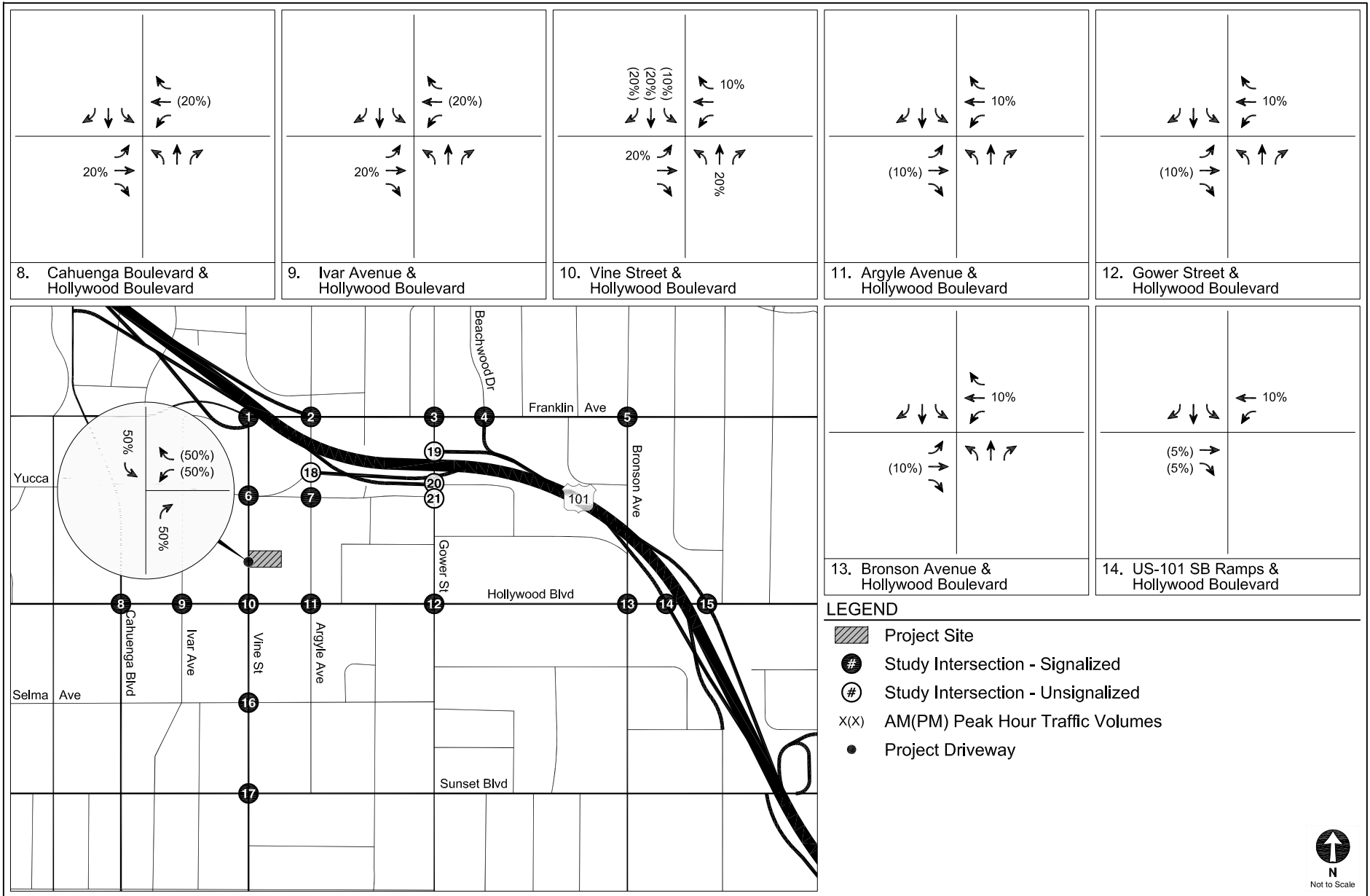
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## **PROJECT TRIP ASSIGNMENT**

The Project trip generation estimates summarized in Table 8 and the trip distribution pattern shown in Figure 8 were used to assign the Project-generated traffic through the study intersections. Figure 9 illustrates the combined Project-only traffic volumes at the study intersections during typical weekday AM and PM peak hours.

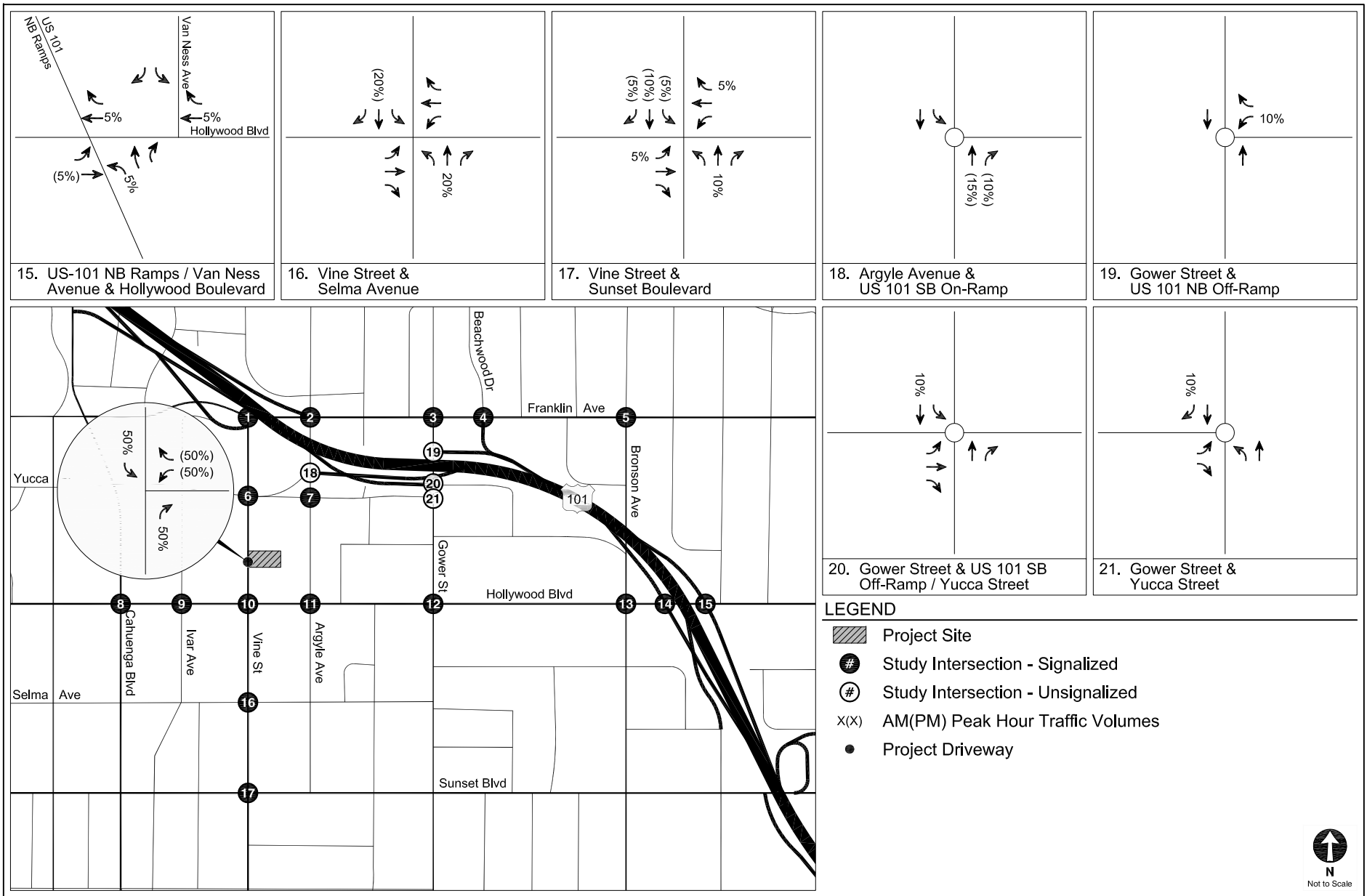


**FIGURE 8**



TRIP DISTRIBUTION

FIGURE 8 (CONT.)



TRIP DISTRIBUTION

FIGURE 8 (CONT.)

**TABLE 8  
TRIP GENERATION ESTIMATES**

| Land Use                                  | Size         | Daily        | AM Peak Hour |           |            | PM Peak Hour |           |            |
|---|--------------|--------------|--------------|-----------|------------|--------------|-----------|------------|
|   |              |              | In           | Out       | Total      | In           | Out       | Total      |
| <b><u>Trip Generation Rates</u></b> [a]   |              |              |              |           |            |              |           |            |
| Hotel (ITE 310)                           | per room     | 8.17         | 59%          | 41%       | 0.53       | 51%          | 49%       | 0.60       |
| Quality Restaurant (ITE 931)              | per 1,000 sf | 89.95        | N/A          | N/A       | 0.81       | 67%          | 33%       | 7.49       |
| High-Turnover Restaurant (ITE 932)        | per 1,000 sf | 127.15       | 55%          | 45%       | 10.81      | 60%          | 40%       | 9.85       |
| <b><u>Proposed Project</u></b>            |              |              |              |           |            |              |           |            |
| Hotel                                     | 216 rooms    | 1,765        | 67           | 47        | 114        | 66           | 64        | 130        |
|   |              | (441)        | (17)         | (12)      | (29)       | (17)         | (16)      | (33)       |
| <b>Subtotal - Hotel</b>                   |              | <b>1,324</b> | <b>50</b>    | <b>35</b> | <b>85</b>  | <b>49</b>    | <b>48</b> | <b>97</b>  |
| Restaurant [c]                            | 4,354 sf     | 554          | 26           | 21        | 47         | 26           | 17        | 43         |
|   |              | (277)        | (13)         | (11)      | (24)       | (13)         | (9)       | (22)       |
|   |              | (69)         | (3)          | (3)       | (6)        | (3)          | (2)       | (5)        |
| <b>Subtotal - Restaurant</b>              |              | <b>208</b>   | <b>10</b>    | <b>7</b>  | <b>17</b>  | <b>10</b>    | <b>6</b>  | <b>16</b>  |
| <b>Total - Proposed Project</b>           |              | <b>1,532</b> | <b>60</b>    | <b>42</b> | <b>102</b> | <b>59</b>    | <b>54</b> | <b>113</b> |
| <b><u>Existing Use to be Removed</u></b>  |              |              |              |           |            |              |           |            |
| Restaurant [e]                            | 6,393 sf     | 575          | 3            | 2         | 5          | 32           | 16        | 48         |
|   |              | (144)        | (1)          | (1)       | (2)        | (8)          | (4)       | (12)       |
| <b>Subtotal - Restaurant</b>              |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Existing Use to be Removed</b> |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Net New Project Trips</b>      |              | <b>1,101</b> | <b>58</b>    | <b>41</b> | <b>99</b>  | <b>35</b>    | <b>42</b> | <b>77</b>  |

**Notes**

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.

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## ***Chapter 5***

### ***Existing with Project Conditions***

This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to Existing Conditions. The analysis corresponds with the Existing Conditions data and analysis presented in Chapter 2. The Existing with Project Conditions reflect Existing Conditions with the addition of Project traffic.

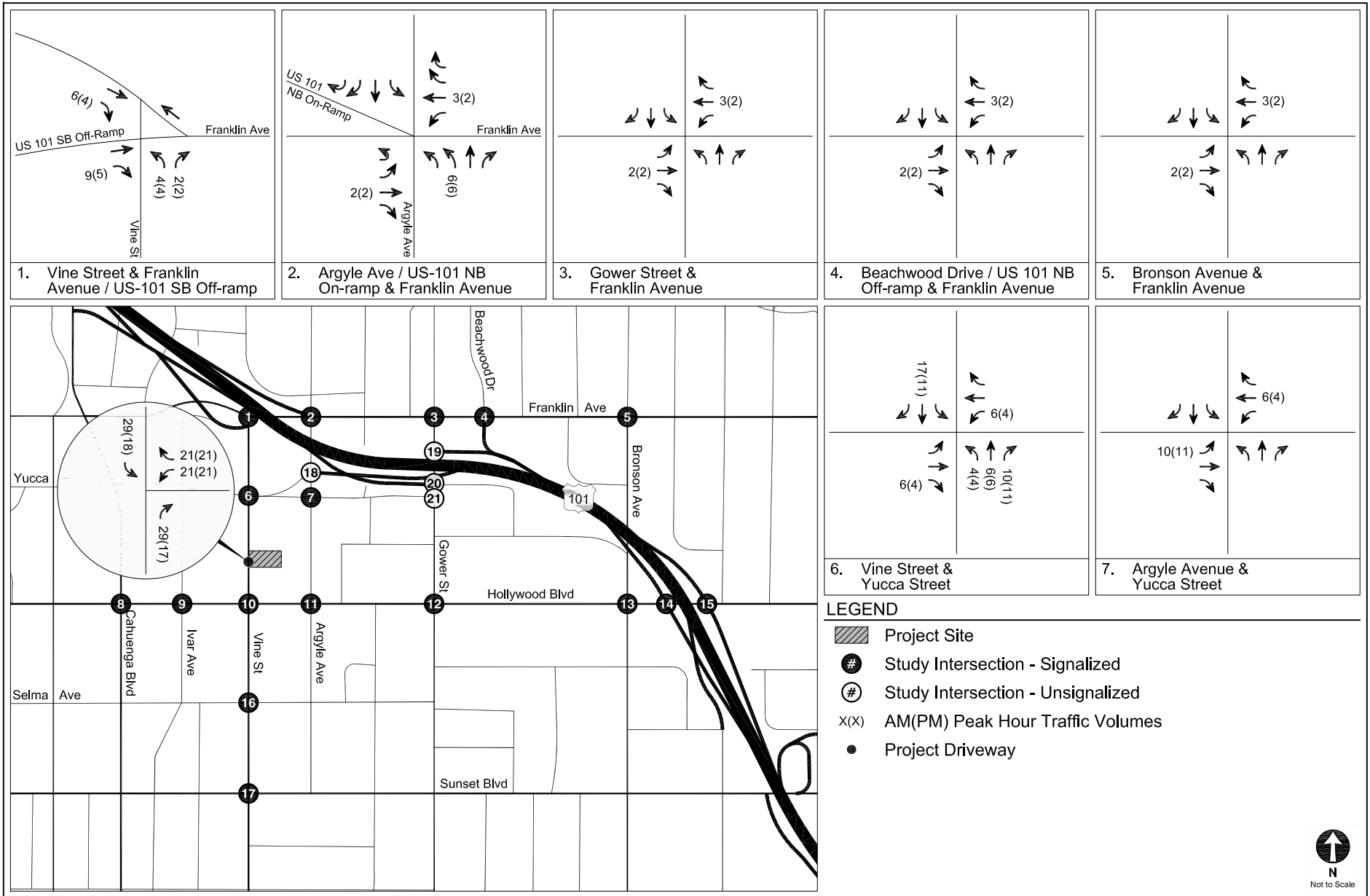
#### **EXISTING WITH PROJECT TRAFFIC VOLUMES**

The Project-only AM and PM peak hour traffic volumes described in Chapter 4 and shown in Figure 9 were added to the Existing AM and PM peak hour traffic volumes shown in Figure 4. The resulting volumes are illustrated in Figure 10 and represent Existing with Project Conditions after development of the Project under Existing Conditions.

#### **EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE**

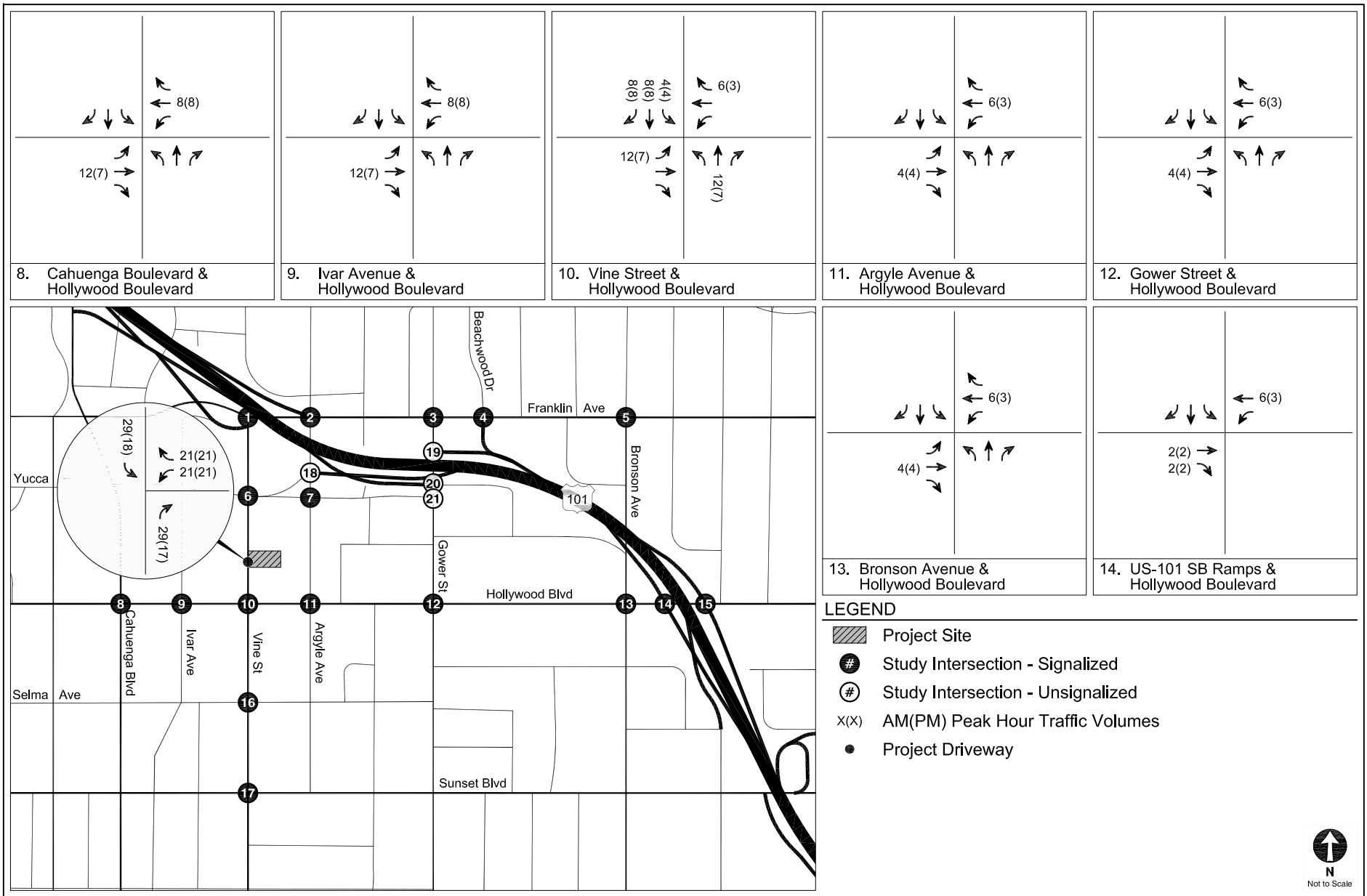
Table 9 summarizes the results of the Existing with Project Conditions during the weekday AM and PM peak hours for the 17 signalized study intersections. As shown in Table 9, 14 of the 17 signalized study intersections are expected to continue to operate at LOS D or better during both the AM and PM peak hours under Existing with Project Conditions. The remaining three intersections operate at LOS F during both of the analyzed peak hours.

The detailed analysis of the four unsignalized study intersections is provided in Chapter 9.



PROJECT-ONLY  
PEAK HOUR TRAFFIC VOLUMES

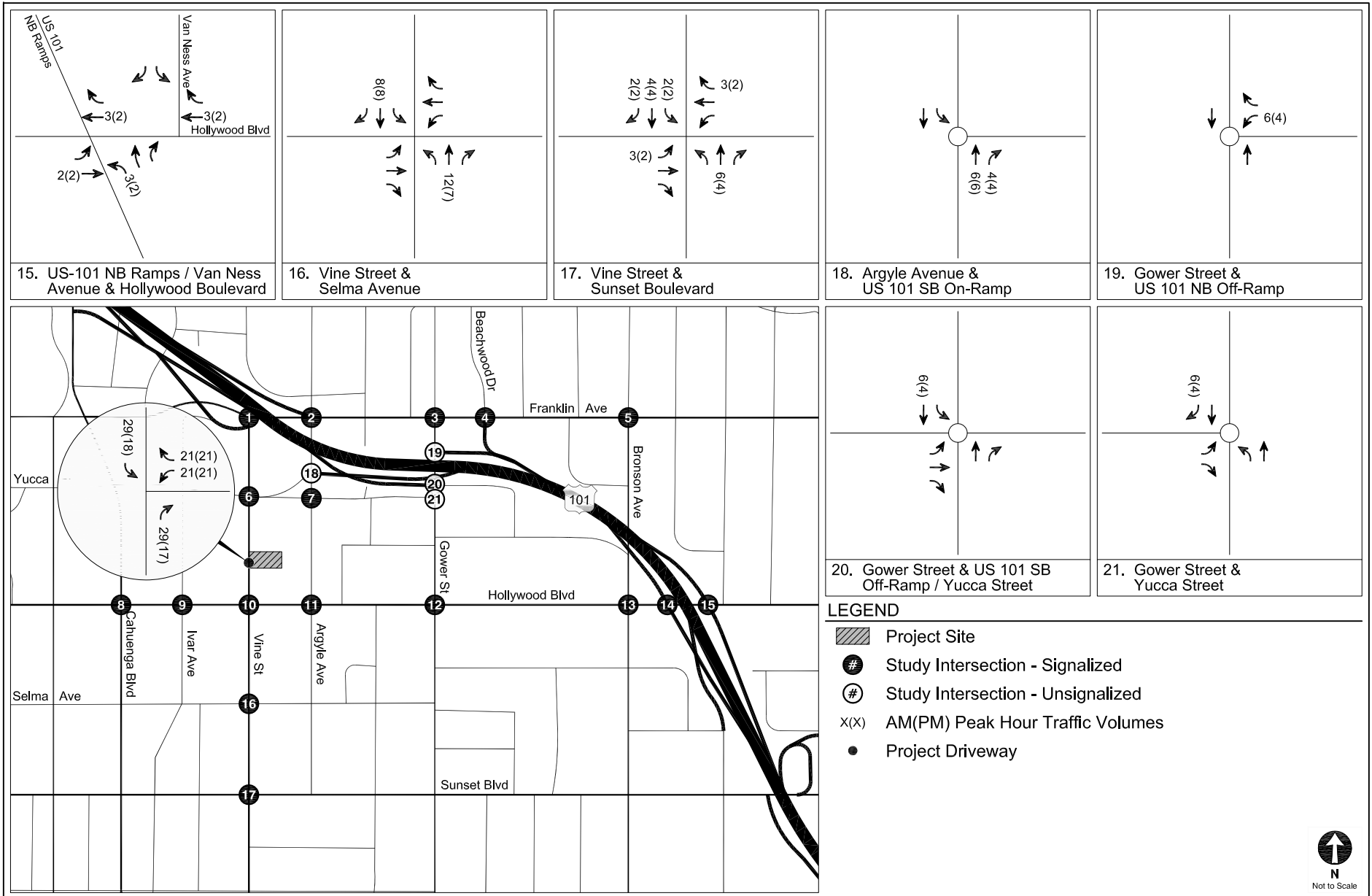
FIGURE  
9



PROJECT-ONLY  
PEAK HOUR TRAFFIC VOLUMES

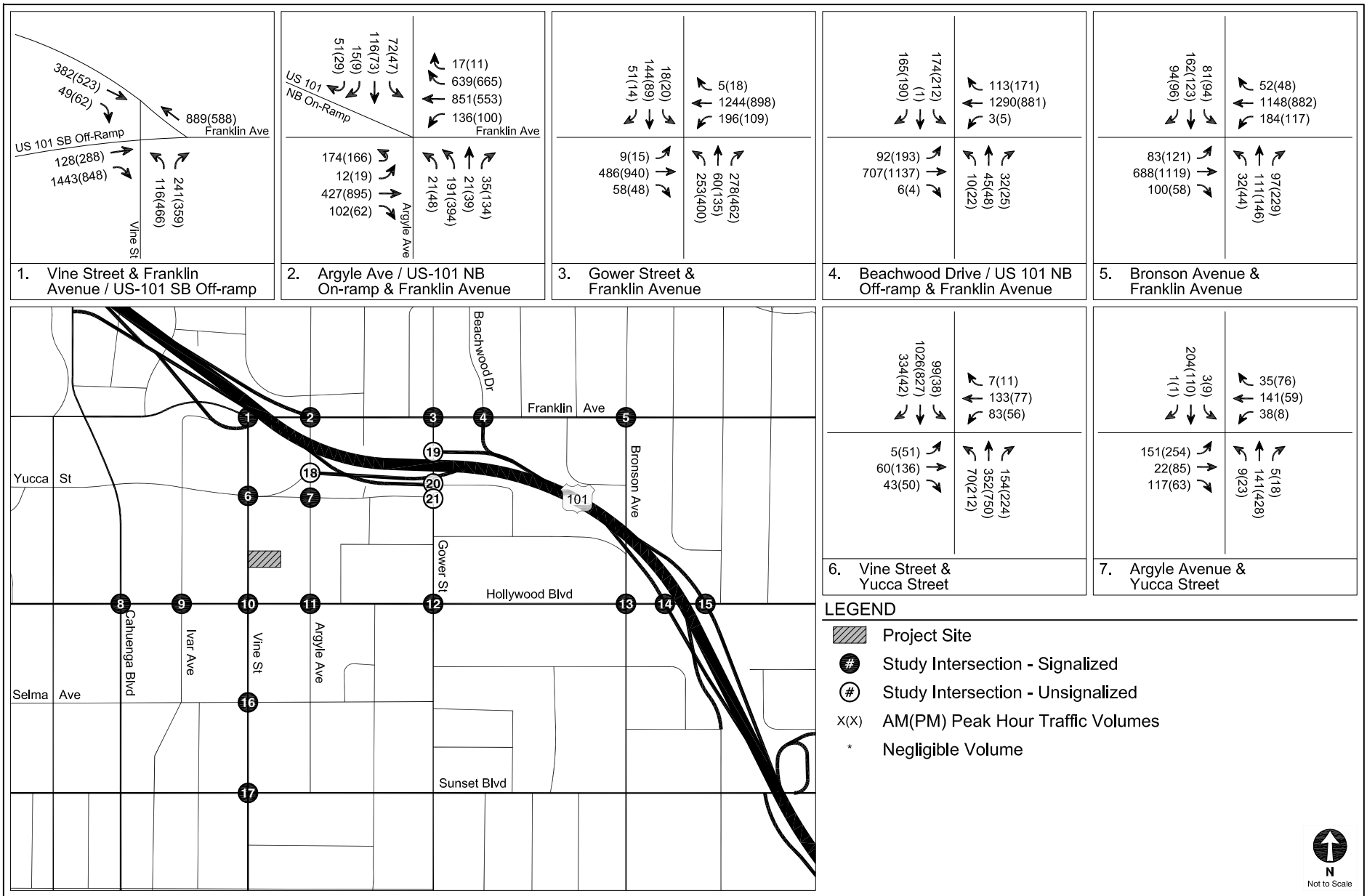
FIGURE  
9 (CONT.)





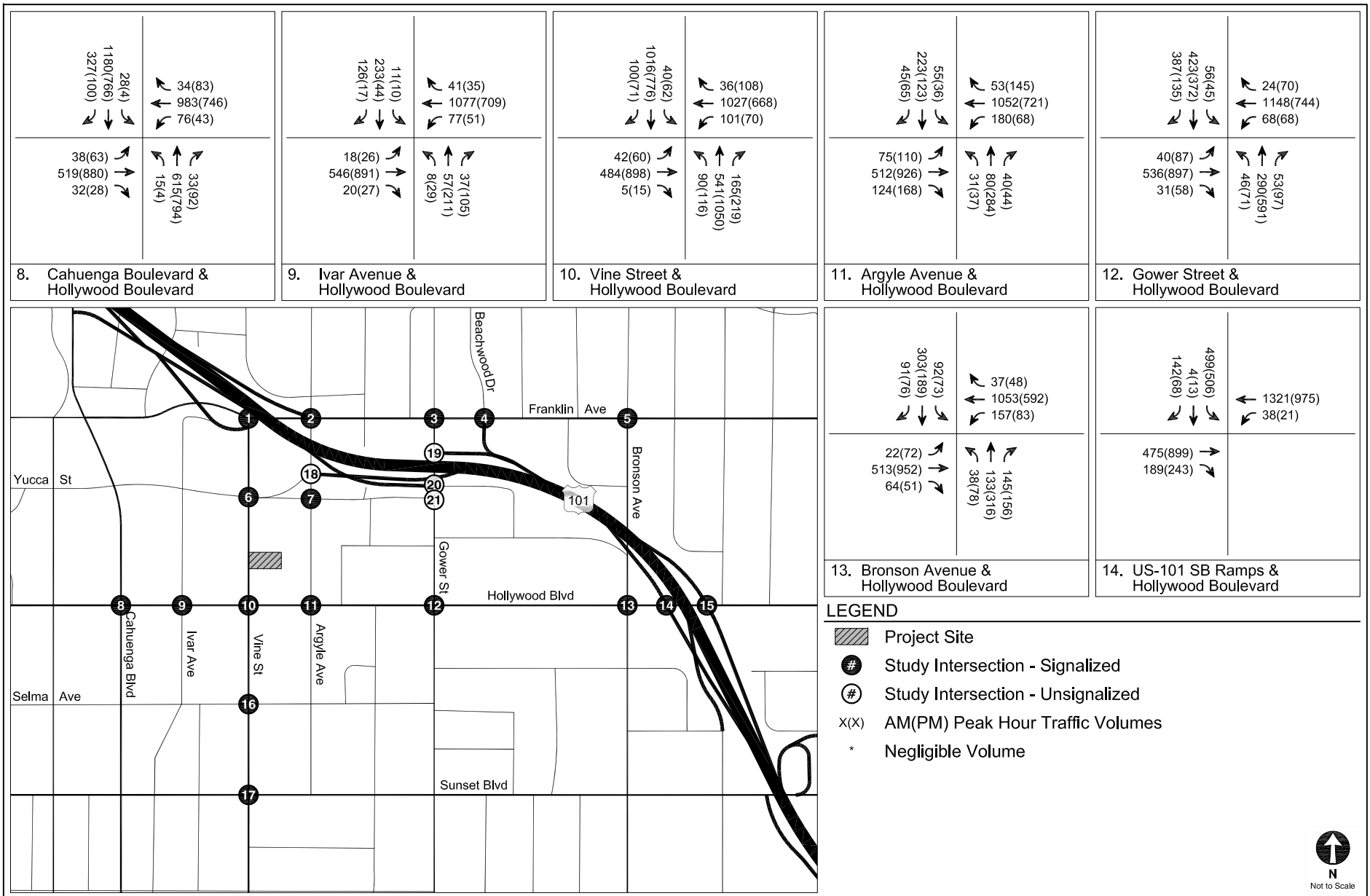
PROJECT-ONLY  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
9 (CONT.)



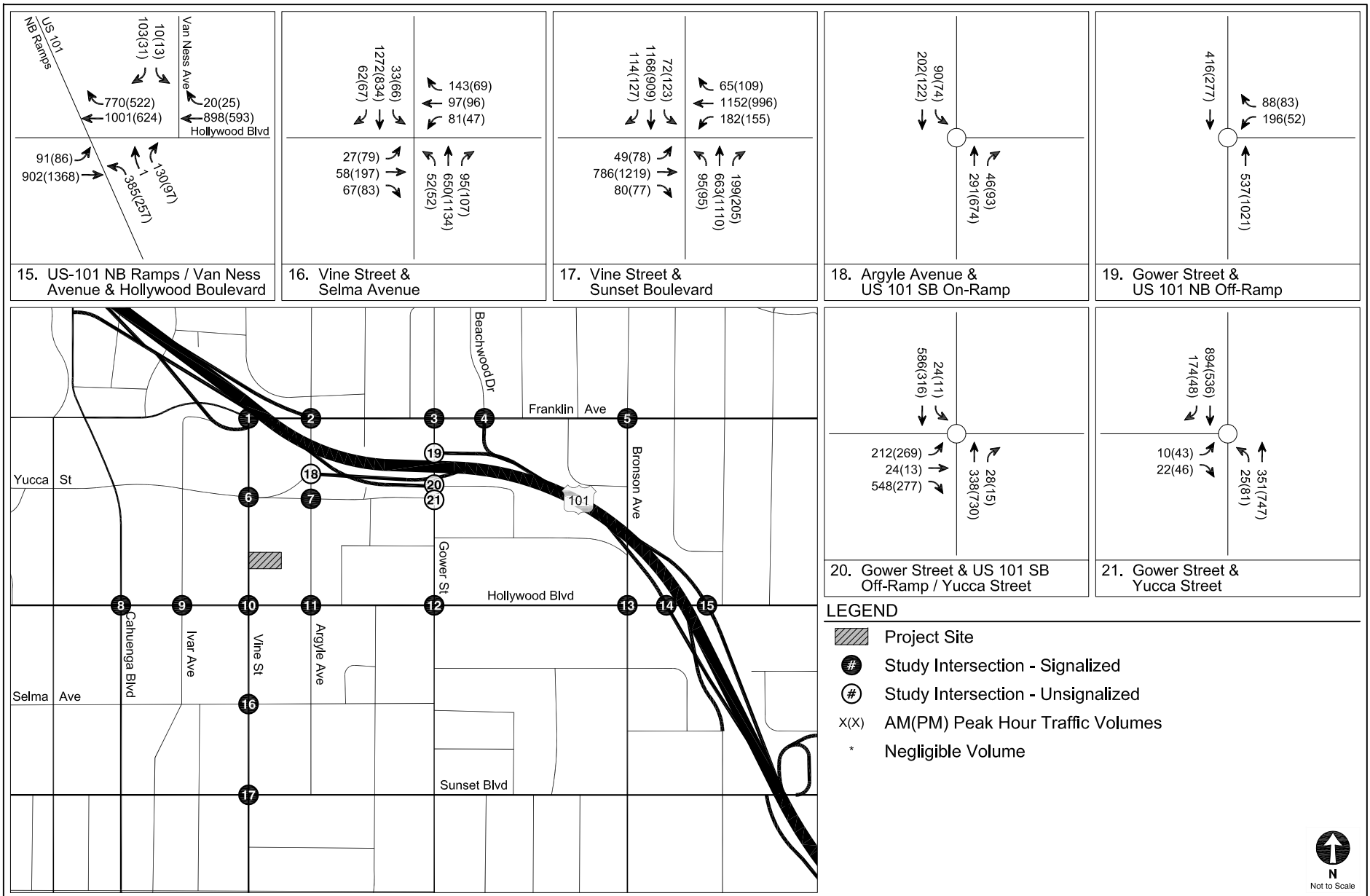
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
10



EXISTING WITH PROJECT CONDITIONS (YEAR 2016)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
10 (CONT.)



EXISTING WITH PROJECT CONDITIONS (YEAR 2016)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
10 (CONT.)

**TABLE 9  
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Existing Conditions |     | Existing with Project Conditions |     |               |                    |
|-----|---|-----------|---------------------|-----|----------------------------------|-----|---------------|--------------------|
|     |   |           | V/C                 | LOS | V/C                              | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.314               | A   | 0.316                            | A   | 0.002         | NO                 |
|     |   | PM        | 0.369               | A   | 0.371                            | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.731               | C   | 0.735                            | C   | 0.004         | NO                 |
|     |   | PM        | 0.740               | C   | 0.742                            | C   | 0.002         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.629               | B   | 0.630                            | B   | 0.001         | NO                 |
|     |   | PM        | 0.684               | B   | 0.685                            | B   | 0.001         | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.639               | B   | 0.640                            | B   | 0.001         | NO                 |
|     |   | PM        | 0.619               | B   | 0.620                            | B   | 0.001         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.601               | B   | 0.601                            | B   | 0.000         | NO                 |
|     |   | PM        | 0.712               | C   | 0.713                            | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.483               | A   | 0.495                            | A   | 0.012         | NO                 |
|     |   | PM        | 0.450               | A   | 0.459                            | A   | 0.009         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.183               | A   | 0.193                            | A   | 0.010         | NO                 |
|     |   | PM        | 0.312               | A   | 0.322                            | A   | 0.010         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.801               | F * | 0.803                            | F * | 0.002         | NO                 |
|     |   | PM        | 0.525               | F * | 0.527                            | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.534               | A   | 0.537                            | A   | 0.003         | NO                 |
|     |   | PM        | 0.475               | A   | 0.477                            | A   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.741               | F * | 0.758                            | F * | 0.017         | YES                |
|     |   | PM        | 0.671               | F * | 0.676                            | F * | 0.005         | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.486               | A   | 0.488                            | A   | 0.002         | NO                 |
|     |   | PM        | 0.475               | A   | 0.475                            | A   | 0.000         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.628               | B   | 0.630                            | B   | 0.002         | NO                 |
|     |   | PM        | 0.558               | A   | 0.559                            | A   | 0.001         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.625               | B   | 0.627                            | B   | 0.002         | NO                 |
|     |   | PM        | 0.652               | B   | 0.653                            | B   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.588               | A   | 0.591                            | A   | 0.003         | NO                 |
|     |   | PM        | 0.447               | A   | 0.449                            | A   | 0.002         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.724               | C   | 0.725                            | C   | 0.001         | NO                 |
|     |   | PM        | 0.499               | A   | 0.501                            | A   | 0.002         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.555               | A   | 0.557                            | A   | 0.002         | NO                 |
|     |   | PM        | 0.538               | A   | 0.540                            | A   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.776               | F * | 0.778                            | F * | 0.002         | NO                 |
|     |   | PM        | 0.817               | F * | 0.820                            | F * | 0.003         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

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## **Chapter 6**

### ***Future with Project Conditions***

This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to future cumulative (Future without Project) conditions. The analysis year of 2021 corresponds to the anticipated buildout year of the Project. All future cumulative traffic growth (i.e., ambient and related project traffic growth) and transportation infrastructure improvements described in Chapter 3 are incorporated into this analysis.

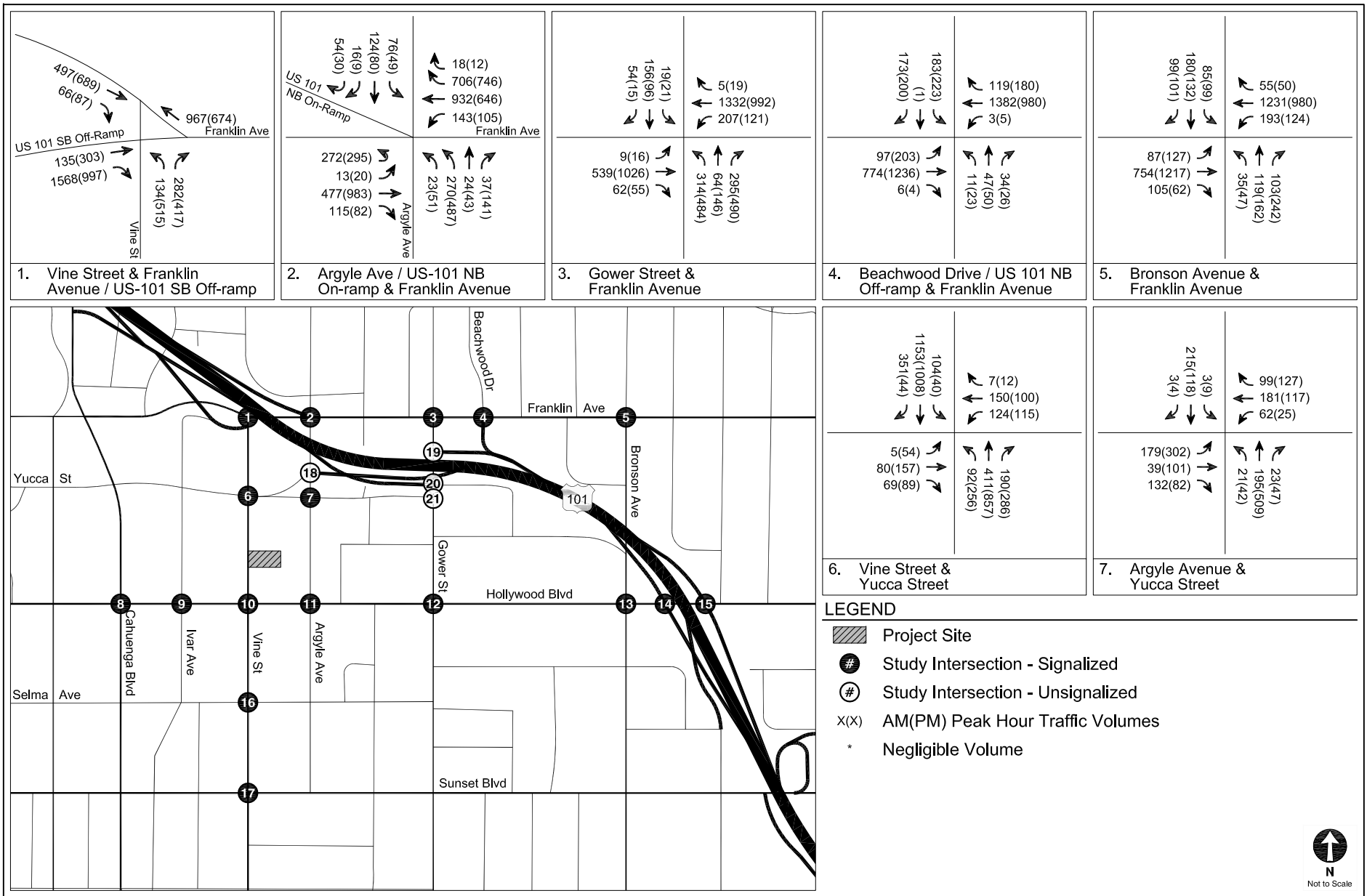
#### **FUTURE WITH PROJECT TRAFFIC VOLUMES**

The Project-only AM and PM peak hour traffic volumes described in Chapter 4 and shown in Figure 9 were added to the Future without Project AM and PM peak hour traffic volumes shown in Figure 7. The resulting volumes are illustrated in Figure 11 and represent Future with Project Conditions after development of the Project in the year 2021.

#### **FUTURE WITH PROJECT INTERSECTION LEVELS OF SERVICE**

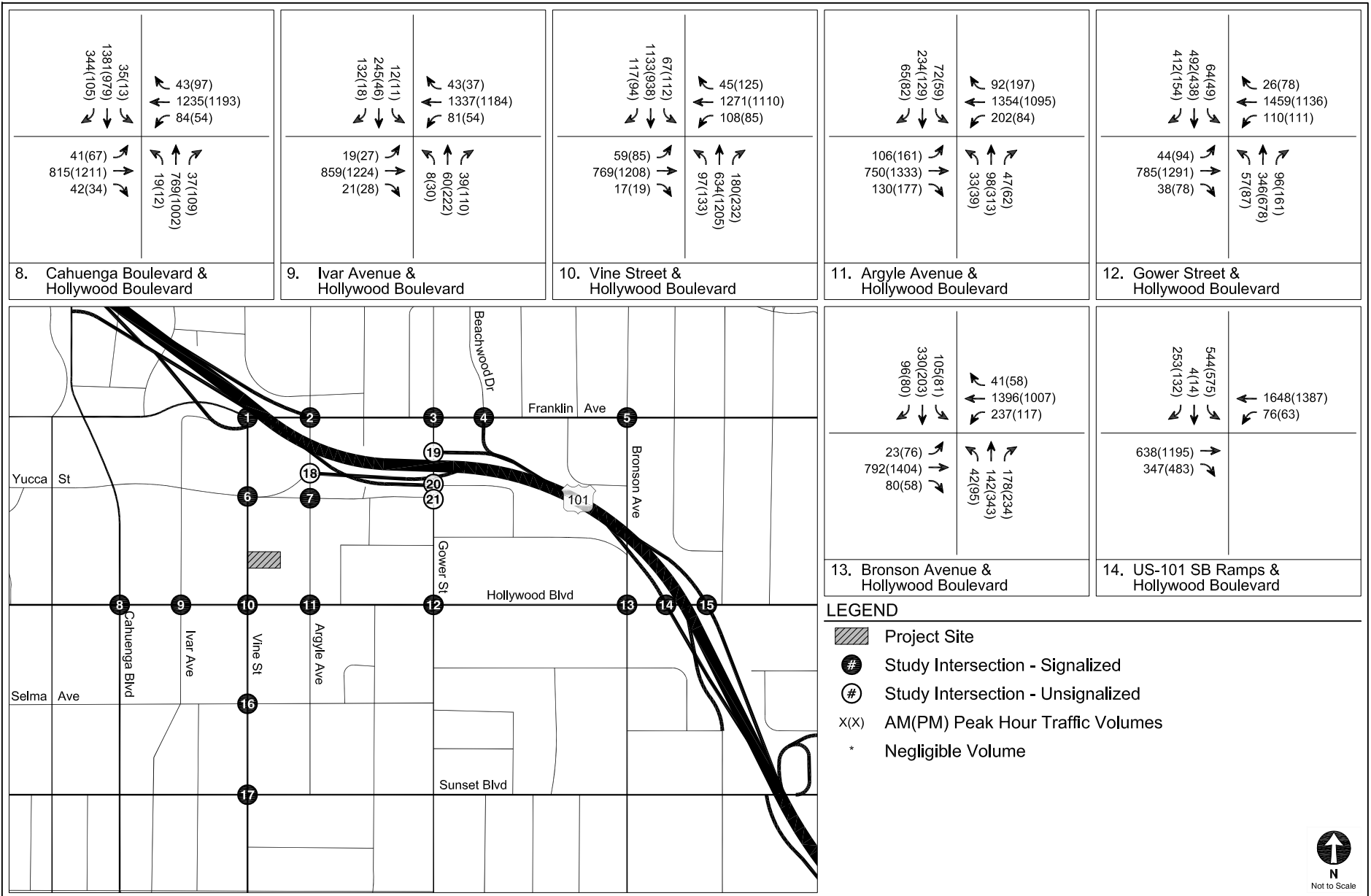
Table 10 summarizes the results of the Future with Project Conditions during the weekday AM and PM peak hours for the 17 signalized study intersections. As shown in Table 10, 13 of the 17 signalized study intersections continue to operate at LOS D or better during both the AM and PM peak hours under Future with Project Conditions. The remaining four intersections operate at LOS E or F during at least one of the peak hours.

The detailed analysis of the four unsignalized study intersections is provided in Chapter 9.



FUTURE WITH PROJECT CONDITIONS (YEAR 2021)  
PEAK HOUR TRAFFIC VOLUMES

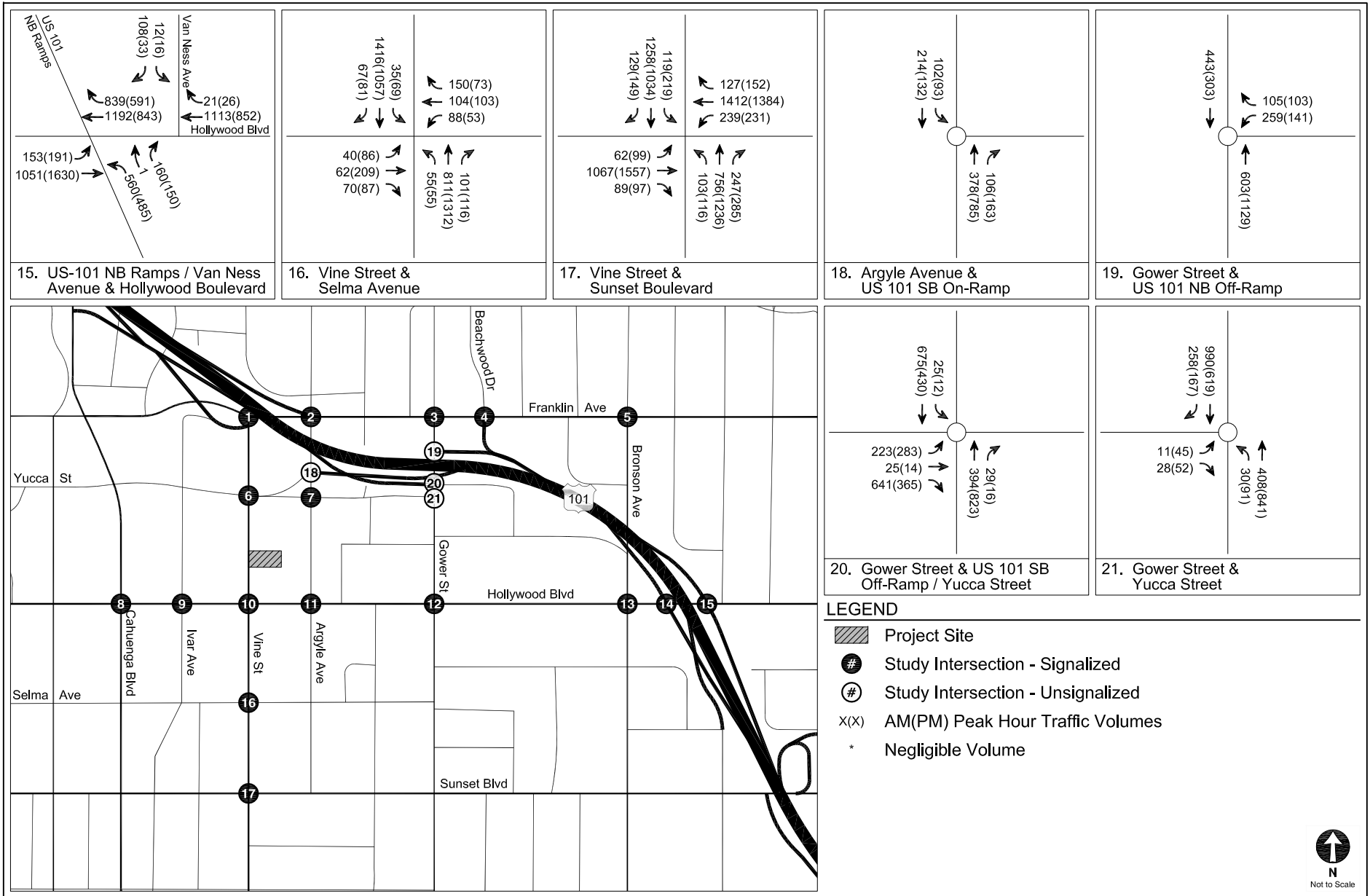
FIGURE  
11



FUTURE WITH PROJECT CONDITIONS (YEAR 2021)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
11 (CONT.)





FUTURE WITH PROJECT CONDITIONS (YEAR 2021)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE 11 (CONT.)

**TABLE 10  
FUTURE WITH PROJECT CONDITIONS (YEAR 2021)  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |               |                    |
|-----|---|-----------|-----------------------------------|-----|--------------------------------|-----|---------------|--------------------|
|     |   |           | V/C                               | LOS | V/C                            | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.359                             | A   | 0.361                          | A   | 0.002         | NO                 |
|     |   | PM        | 0.439                             | A   | 0.441                          | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.893                             | D   | 0.896                          | D   | 0.003         | NO                 |
|     |   | PM        | 0.933                             | E   | 0.936                          | E   | 0.003         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.696                             | B   | 0.697                          | B   | 0.001         | NO                 |
|     |   | PM        | 0.745                             | C   | 0.746                          | C   | 0.001         | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.687                             | B   | 0.688                          | B   | 0.001         | NO                 |
|     |   | PM        | 0.675                             | B   | 0.675                          | B   | 0.000         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.652                             | B   | 0.653                          | B   | 0.001         | NO                 |
|     |   | PM        | 0.775                             | C   | 0.776                          | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.587                             | A   | 0.599                          | A   | 0.012         | NO                 |
|     |   | PM        | 0.594                             | A   | 0.603                          | B   | 0.009         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.282                             | A   | 0.293                          | A   | 0.011         | NO                 |
|     |   | PM        | 0.459                             | A   | 0.469                          | A   | 0.010         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.971                             | F * | 0.974                          | F * | 0.003         | NO                 |
|     |   | PM        | 0.719                             | F * | 0.722                          | F * | 0.003         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.635                             | B   | 0.637                          | B   | 0.002         | NO                 |
|     |   | PM        | 0.600                             | A   | 0.602                          | B   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.894                             | F * | 0.910                          | F * | 0.016         | YES                |
|     |   | PM        | 0.883                             | F * | 0.895                          | F * | 0.012         | YES                |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.629                             | B   | 0.631                          | B   | 0.002         | NO                 |
|     |   | PM        | 0.685                             | B   | 0.686                          | B   | 0.001         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.789                             | C   | 0.791                          | C   | 0.002         | NO                 |
|     |   | PM        | 0.779                             | C   | 0.781                          | C   | 0.002         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.705                             | C   | 0.707                          | C   | 0.002         | NO                 |
|     |   | PM        | 0.747                             | C   | 0.748                          | C   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.758                             | C   | 0.760                          | C   | 0.002         | NO                 |
|     |   | PM        | 0.639                             | B   | 0.640                          | B   | 0.001         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.887                             | D   | 0.888                          | D   | 0.001         | NO                 |
|     |   | PM        | 0.681                             | B   | 0.682                          | B   | 0.001         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.625                             | B   | 0.627                          | B   | 0.002         | NO                 |
|     |   | PM        | 0.614                             | B   | 0.616                          | B   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.931                             | F * | 0.933                          | F * | 0.002         | NO                 |
|     |   | PM        | 1.075                             | F * | 1.077                          | F * | 0.002         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

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## **Chapter 7**

### **Traffic Impact Analysis**

The relative impact of the added Project traffic volumes during the peak hours was evaluated based on analysis of both existing and future operating conditions at the study intersections without and with the Project. The previously discussed significance criteria and thresholds summarized in Chapter 1 were then used to determine the significance of a traffic impact caused by the Project on the study intersection, prior to any Project mitigation or trip reduction measures.

#### **EXISTING WITH PROJECT SIGNIFICANT IMPACTS, BEFORE MITIGATION**

The Existing with Project Conditions during the weekday AM and PM peak hours are shown in Table 9. Of the 17 signalized study intersections, the Project is expected to result in a significant impact at the intersection of Vine Street & Hollywood Boulevard during the AM peak hour in year 2016 prior to Project mitigation. The incremental increases in V/C ratios at the remaining 16 intersections would be less than significant under Existing with Project Conditions.

#### **FUTURE WITH PROJECT SIGNIFICANT IMPACTS, BEFORE MITIGATION**

The Future with Project Conditions during the weekday AM and PM peak hours are shown in Table 10. Of the 17 signalized study intersections, the Project is expected to result in a significant impact at the intersection of Vine Street & Hollywood Boulevard during both the AM and PM peak hours in year 2021 prior to Project mitigation. The incremental increases in V/C ratios at the remaining 16 intersections would be less than significant during the peak hours by Project traffic under Future with Project Conditions.

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## **Chapter 8**

### **Traffic Mitigation Program**

This chapter describes the traffic mitigation measures that have been considered in order to mitigate the significant traffic impacts at study intersections associated with construction of the Project and to improve traffic operations in the Project vicinity. The various guidelines, methods, and assumptions mandated by LADOT, wherever applicable, have been used in the preparation of this analysis.

The various mitigation measures described in this chapter relate to the significant traffic impacts previously described with respect to both the Existing with Project (year 2016) and the Future with Project (year 2021) analyses presented in Chapter 7. As described in that chapter, the Project is expected to result in a significant traffic impact at the intersection of Vine Street & Hollywood Boulevard during the AM peak hour under Existing with Project Conditions and during both the AM and PM peak hours under Future with Project Conditions.

#### **TRANSPORTATION MITIGATION MEASURE**

The mitigation program for the Project includes implementation of the following major components:

1. Implementation of a Transportation Demand Management (TDM) program for the Project Site to promote peak period trip reduction.
2. Transportation Systems Management (TSM) improvements, including signal controller updates and installation of closed circuit television (CCTV) at key intersections within the Study Area

These mitigation measures are consistent with the City's policies and procedures that support improvements that reduce GHG by lowering the use of single-occupant vehicle trips, encouraging developers to construct transit and pedestrian-friendly projects with safe and walkable sidewalks, and promoting other modes of travel.

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## **TDM PROGRAM**

The TDM program outlined below details a set of strategies proposed for the Project designed to reduce peak hour vehicular traffic to and from the Project Site. It is a comprehensive program of design features, transportation services, education programs, and incentive programs intended to reduce the impact of traffic from residents, employees and visitors to the Project Site during the most congested time periods of the day. The Project shall develop and implement a TDM program to promote non-automobile travel, and reduce the use of single-occupant vehicle trips. The TDM program would be subject to review and approval by the City (Department of City Planning and LADOT). The strategies in the TDM program can include, but are not necessarily limited to, the following:

- Transportation Information Center, educational programs, kiosks and/or other measures
- Promotion and support of carpools and rideshare
- Bicycle amenities such as racks and showers
- Guaranteed ride home program
- Flexible or alternative work schedules
- Incentives for using alternative travel modes
- Parking incentives and administrative support for formation of carpools/vanpools
- On-site TDM coordinator
- Mobility hub support
- Contribution of \$50,000 to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area
- Participate as a member in the future Hollywood Community TMO, when operational

### **TDM Program Strategies**

The following provides further information and description of the TDM program strategies.

**Educational Programs.** A key component of a successful TDM program is to make employees at a project site aware of the various programs offered. To this end, a transportation management coordinator (TMC) would reach out both to employees directly to promote the benefits of TDM.

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These programs have the ability to reduce peak hour trip generation by allowing employees to arrive for and leave from work outside of the typical AM and PM peak commuting hours.

**Transportation Information Center.** A Transportation Information Center is a centrally-located commuter information center where project employees, guests, and patrons can obtain information regarding commute programs, and individuals can obtain real-time information for planning travel without using an automobile. A Transportation Information Center would support orientation for new employees and provide information about transit schedules, commute planning, rideshare, telecommuting, and bicycle and pedestrian plans.

**Project Design Features to Promote Bicycling and Walking.** A significant and growing number of people in the City prefer to ride bicycles or walk to their employment given sufficient facilities to make the commute feel safe and convenient. The Project would incorporate features for bicyclists and pedestrians, such as exclusive access points, secured bicycle parking facilities with a bicycle valet system, or a bicycle sharing or rental program. Additionally, the Project Site would be designed to be a friendly and convenient environment for pedestrians.

It should be noted that the 2010 Bicycle Plan and Mobility Plan identify numerous streets within the Study Area as sites for future bicycle lanes and bicycle routes as described in Chapter 3. The Project would contribute a one-time fixed fee to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the Hollywood area.

**Online Ridematching and Carpool/Vanpool Program.** The TMC would provide a ride-matching service to match interested employees with carpools and vanpools. Carpools/vanpools provide the potential for employees to come to work relaxed and/or work during the commute and reduce the number of vehicle trips to and from the Project Site.

**Guaranteed Ride Home (GRH).** A GRH program is a program that assures transportation service to individuals who commute without their personal automobiles. This program overcomes one of the primary objections of those who could choose alternative modes of transportation, which is how to get home or to a child's school in the case of an emergency. The GRH program would cover all employees participating in the carpool/vanpool program or using transit to and from the Project Site in the event of personal or family emergencies. The individual would be reimbursed for a taxi ride or short-term car rental. A support service such as

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GRH is an important part of TDM implementation that assures an individual he or she will not be “stuck” depending on a ridesharing or transit schedule in the event of an emergency.

**Short-Term Car Rentals.** The Project would partner with short-term car rental services such as Zip-Car or Car-to-Go, which would provide vehicles available to users for hourly rentals at strategic locations within the Hollywood area. Similar to the GRH program, this service offers assurance to users of alternative modes of transit that they have options should the need arise to leave at an unscheduled time. Short-term car rentals can be used to travel for business meetings, lunch, or in emergencies, and can provide a source of emergency transportation for those using the GRH program.

**Incentives for Using Alternative Travel Modes.** The Project TMC would incorporate various incentives for use of its programs. For example, eligible employees could be provided with discounted monthly transit passes for Metro rail and bus service. Carpool and vanpool users could be offered preferential load/unload areas or convenient designated parking spaces.

**Mobility Hub Support.** The Project would support existing and/or future efforts by LADOT to provide first-mile and last-mile service for transit users through the mobility hub program. Mobility hubs, typically located at or near public transit centers, would provide amenities such as, but not limited to, bicycle parking and rentals, shared vehicle rentals (e.g., Zip-Car), and transit information. The Project would provide space for similar amenities at the Project Site to complement future mobility hubs in the Study Area.

**Hollywood Community TMO.** The Hollywood community is a strong candidate for alternative modes of transportation, including convenient walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc. At present, there is no organization to administrate these options to the public. A TMO is an organization that helps to promote these services to a community by providing information about available public transportation options and matching people into ridesharing services. The developers of various approved projects in the Hollywood Area, along with LADOT and stakeholders, have proposed to initiate a Hollywood TMO. Many of the strategies described above could be enhanced through participation in the Hollywood TMO. Should the Hollywood TMO become operational, the Project would become a member of and participate in the TMO. The Hollywood TMO’s services could replace some of the in-house TDM services where applicable, such as matching services for multi-employer

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carpools and vanpools (for example, ridesharing registries by which users can find people to share in a carpool or vanpool are much more effective with a larger pool of potential candidates).

### **Project Trip Reduction from the TDM Program**

The combined effect of the various strategies implemented as part of the TDM program would result in a reduction in peak hour trip generation by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes (e.g., transit, bus, walking, bicycling, carpool, etc.). *Trip Generation Handbook, 3rd Edition* (Institute of Transportation Engineers, August 2014) provides a summary of research of TDM programs at many different employers. At places that had the most comprehensive programs, including both economic incentives (e.g., transit passes, etc.) and support services, the programs resulted in an average 24% reduction in commuter vehicles. Thus, as an achievable but conservative estimate, an overall TDM trip reduction credit of 5% was assumed for the hotel and restaurant uses within the Project. The overall Project trip reduction due to TDM would be less than 10% of the peak hour trips (approximately 6% of AM gross peak hour trips and 10% of PM gross peak hour trips).

Table 11 summarizes the estimated trip reduction during the peak hours. As shown, the TDM program is expected to result in a reduction of 76 daily trips, including six during the AM peak hour and five during the PM peak hour. The Project, when fully built and occupied and with implementation of the TDM program, would generate a total of 1,025 daily trips, including 93 during the AM peak hour (54 inbound, 39 outbound) and 72 during the PM peak hour (32 inbound, 40 outbound). The trip generation estimates with peak hour trip reductions from the TDM program were assigned through the study intersections using the trip distribution pattern illustrated in Figure 8. The Project-only AM and PM peak hour traffic volumes, after implementation of the TDM program as part of the Project's mitigation, are shown in Figure 12.



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## **TSM IMPROVEMENTS**

As part of the mitigation program, the Project would contribute \$75,000 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 has determined that TSM improvements could improve traffic operations and increase intersection capacity by approximately 1% along a corridor. The TSM improvements for the Project would target the Vine Street and Hollywood Boulevard corridors. Potential TSM improvements include the following:

### **Signal Controller Upgrades**

Many study intersections within the City currently operate with the Type 170 signal controller and newer controllers (Type 2070) provide for enhanced and real-time operation of traffic signal timing. LADOT recommends traffic signal controller upgrades to a Type 2070 Controller, as well as 322 cabinets to replace the existing aging cabinets, to provide system-wide benefits.

### **CCTV Cameras**

The TSM improvements include funding for the upgrade of CCTV cameras and the necessary infrastructure (including transmission equipment, fiber optic and interconnect tubes) at the following locations:

- Highland Avenue & Franklin Place
- Highland Avenue & Hollywood Boulevard
- Highland Avenue & Sunset Boulevard
- Hollywood Boulevard & Vine Street
- Bronson Avenue & Hollywood Boulevard

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An integral part of the real-time operation of the traffic signal timings, the strategic placement of CCTV cameras at key intersections provides LADOT with the ability to monitor traffic operations and respond instantly to incidents that delay vehicles and transit service.

### **System Loops**

The potential TSM improvements include funding the installation of system loops at signalized intersections within the identified corridors. A system loop is an advance detector loop that is embedded in the street pavement. These loops identify traffic volume and lane occupancy and are used to determine the appropriate signal timing parameters. These loops give LADOT the ability to extend the green time for an approach so that groups of vehicles generally do not have to stop when travelling along synchronized-signal corridors. They are located at an appropriate distance from the intersection so that a vehicle just upstream of the loop can comfortably decelerate to a stop when the yellow signal is displayed.

### **MITIGATION EFFECTIVENESS**

The components of the Project's mitigation program described above would result in peak hour trip reductions from the implementation of the TDM program and the operational improvements as a result of the TSM improvements. The effectiveness of the proposed traffic mitigation program was analyzed by applying the appropriate trip generation reductions and the capacity enhancements from the implementation of the mitigation program. This results in the Existing with Project with Mitigation and Future with Project with Mitigation Conditions. The intersections were analyzed using the methodology described in Chapter 1.

The Project-only with Mitigation traffic volumes illustrated in Figure 12 were added to the Existing AM and PM peak hour traffic volumes shown in Figure 4, resulting in the Existing with Project with Mitigation Conditions (year 2016) traffic volumes, illustrated in Figure 13. The Project-only with Mitigation traffic volumes illustrated in Figure 12 were added to the Future without Project AM and PM peak hour traffic volumes shown in Figure 7, resulting in the Future with Project with Mitigation Conditions (year 2021) traffic volumes, illustrated in Figure 14.

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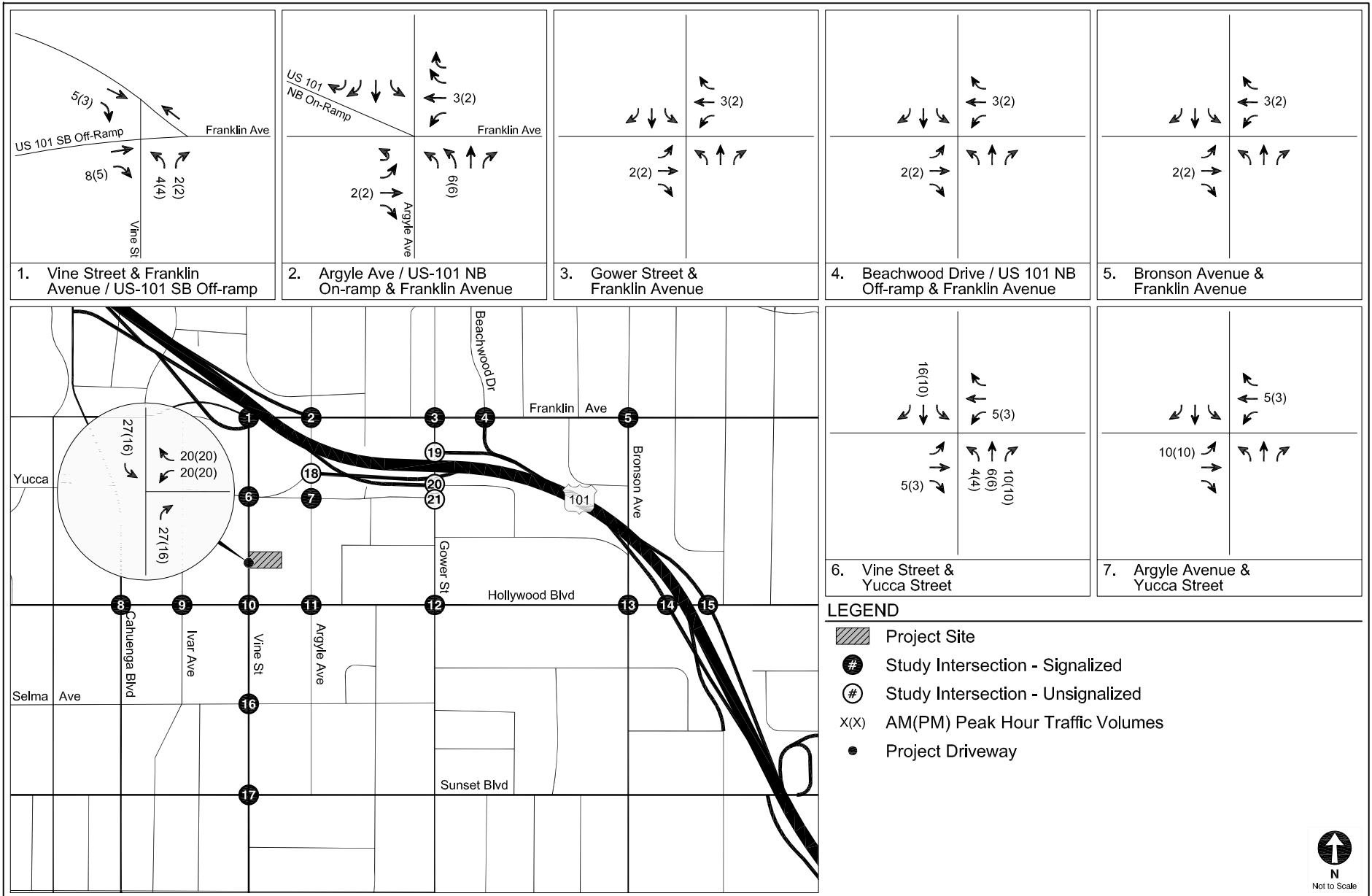
## **EXISTING WITH PROJECT WITH MITIGATION CONDITIONS**

Table 12 summarizes the results of the Existing with Project with Mitigation Conditions during the weekday AM and PM peak hours for the study intersections. As shown in Table 12, the significant impact at the study intersection of Vine Street & Hollywood Boulevard would be reduced to less than significant levels with implementation of the mitigation program. Thus, no significant impacts would remain under Existing with Project with Mitigation Conditions.

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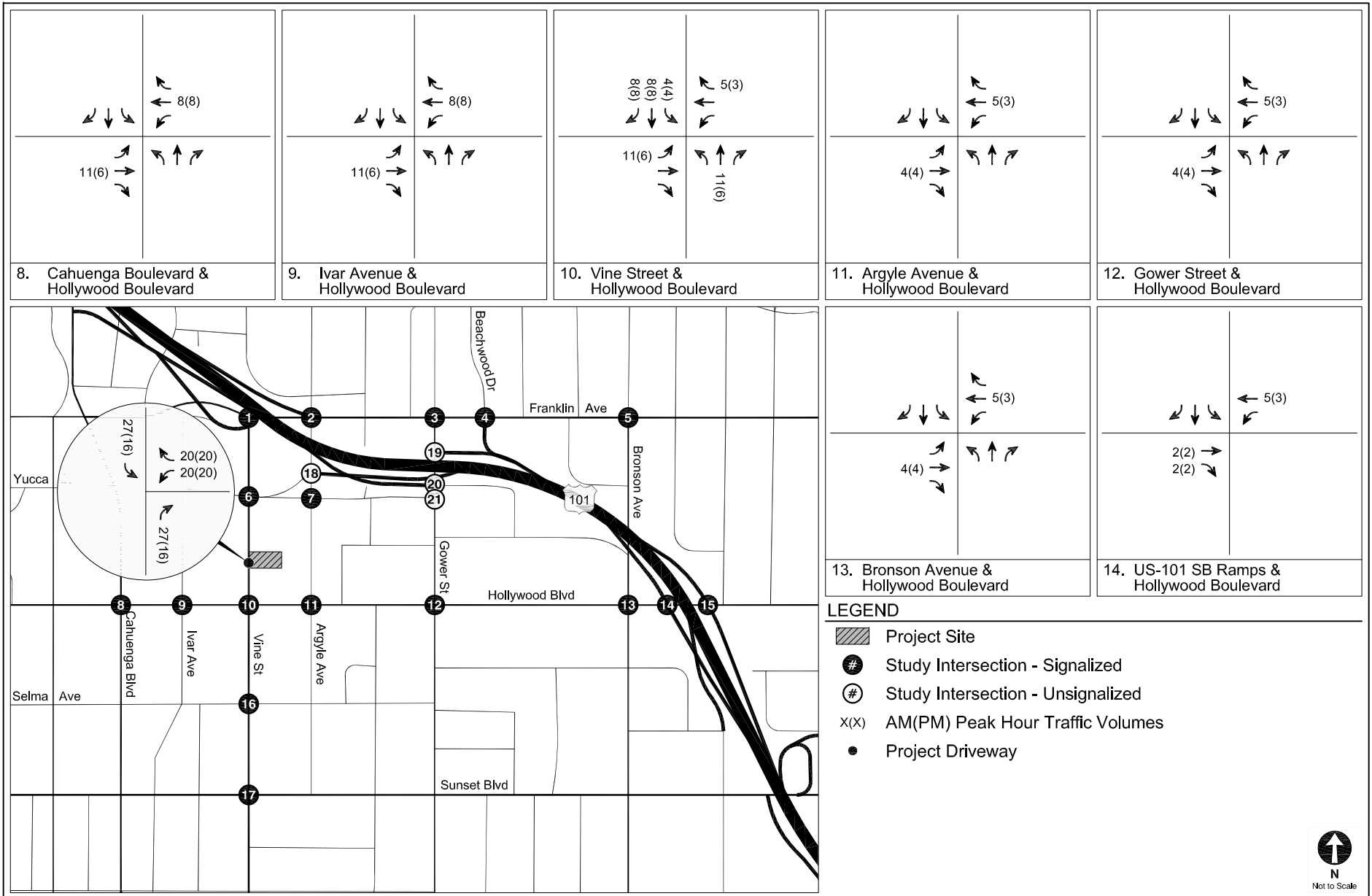
## **FUTURE WITH PROJECT WITH MITIGATION CONDITIONS**

Table 13 summarizes the results of the Future with Project with Mitigation Conditions during the weekday AM and PM peak hours for the study intersections. As shown in Table 13, the significant impact at the study intersection of Vine Street & Hollywood Boulevard would be reduced to less than significant levels with implementation of the mitigation program. Thus, no significant impacts would remain under Future with Project with Mitigation Conditions.



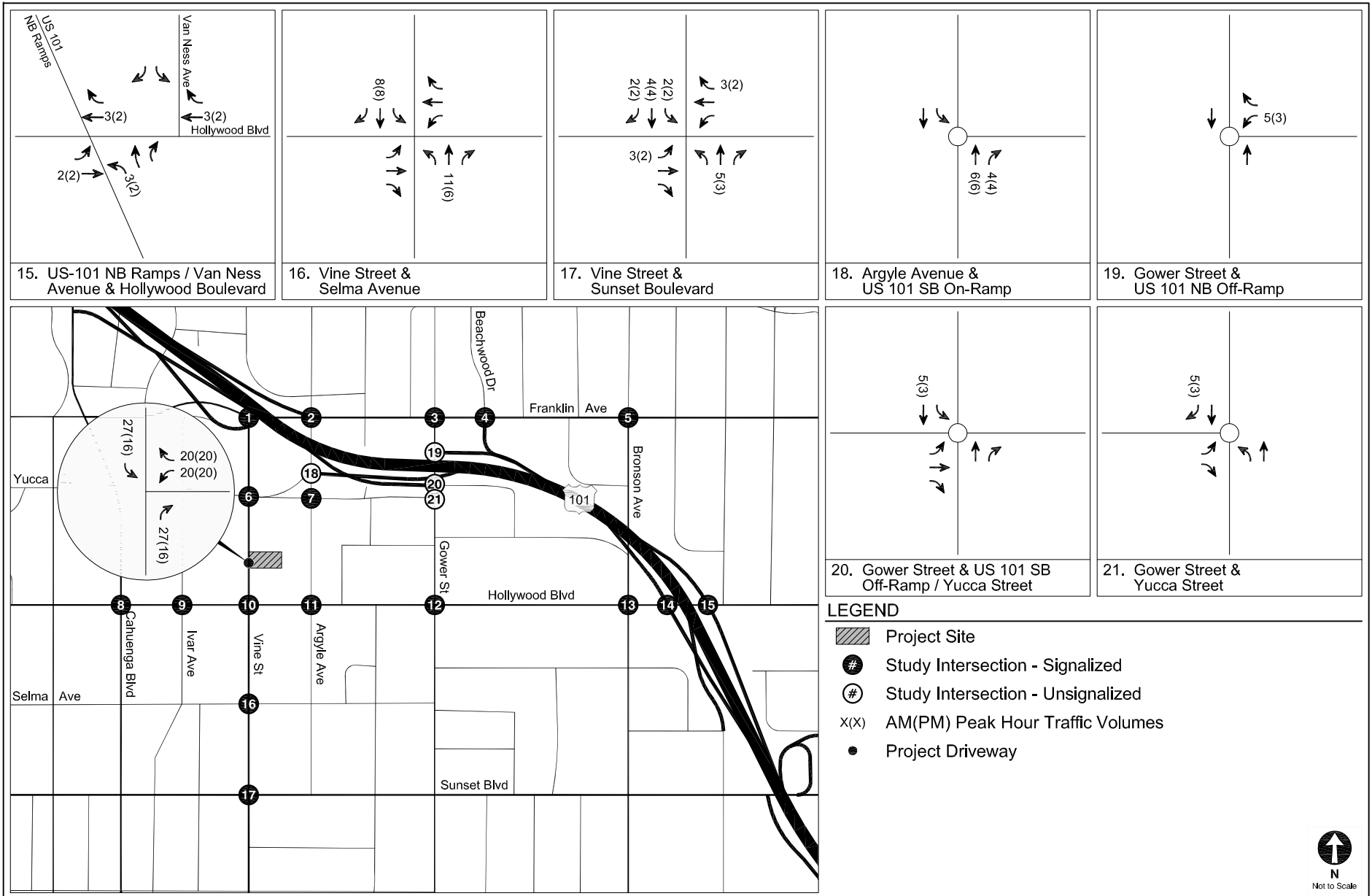
PROJECT-ONLY WITH TDM PROGRAM  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
12



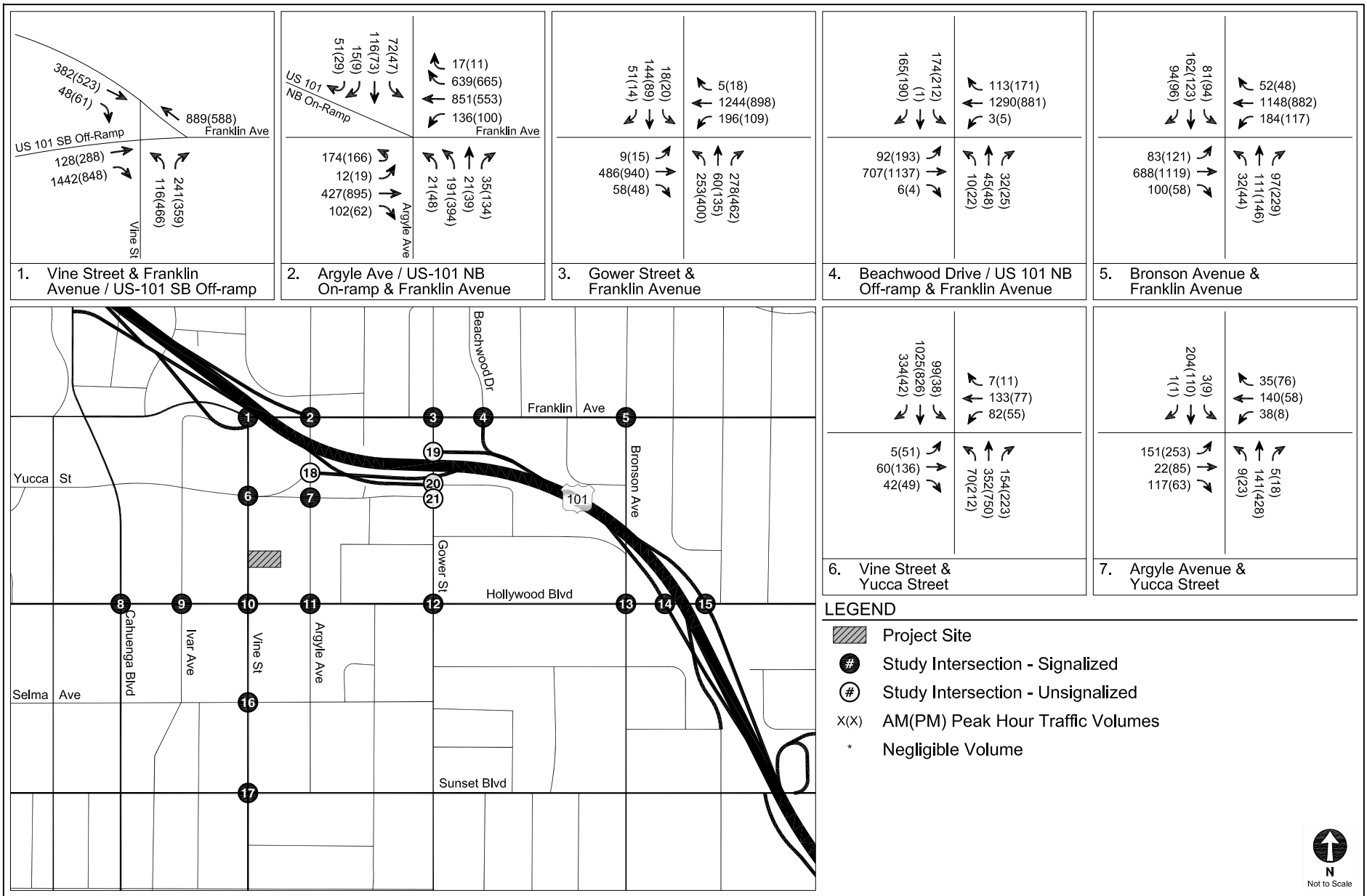
PROJECT-ONLY WITH TDM PROGRAM  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
12 (CONT.)



PROJECT-ONLY WITH TDM PROGRAM  
PEAK HOUR TRAFFIC VOLUMES

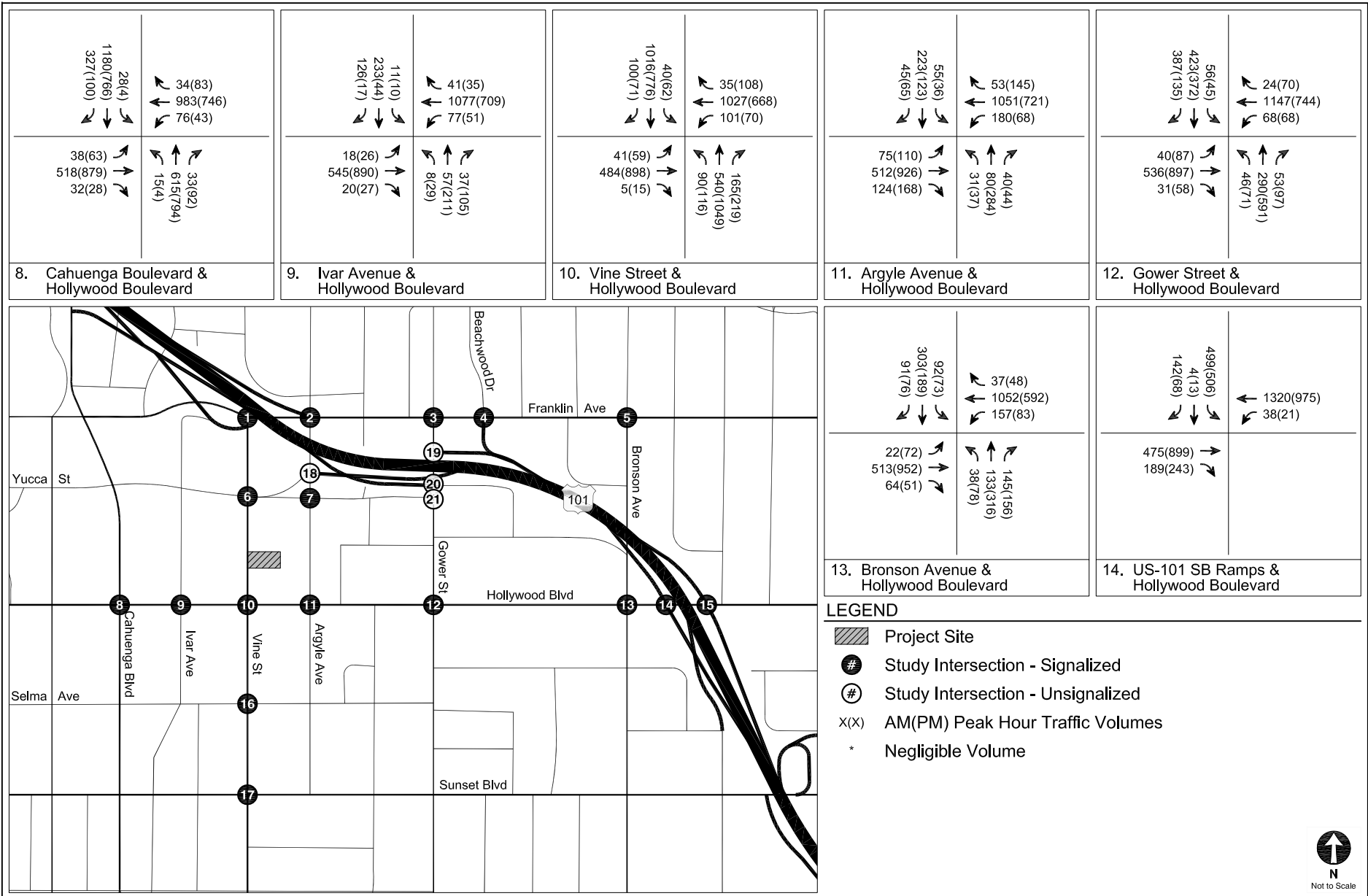
FIGURE  
12 (CONT.)



EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2016)  
PEAK HOUR TRAFFIC VOLUMES

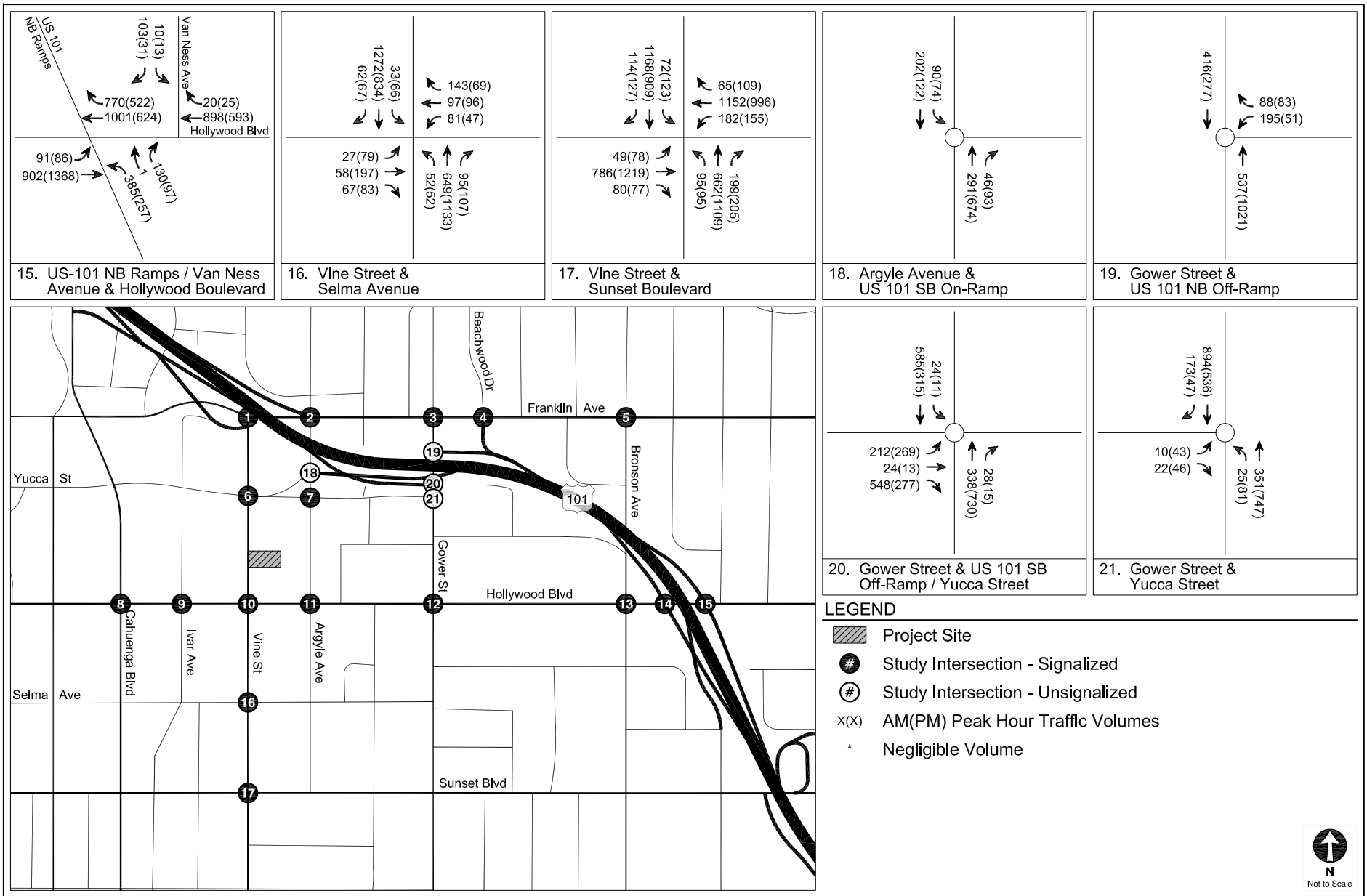
FIGURE  
13





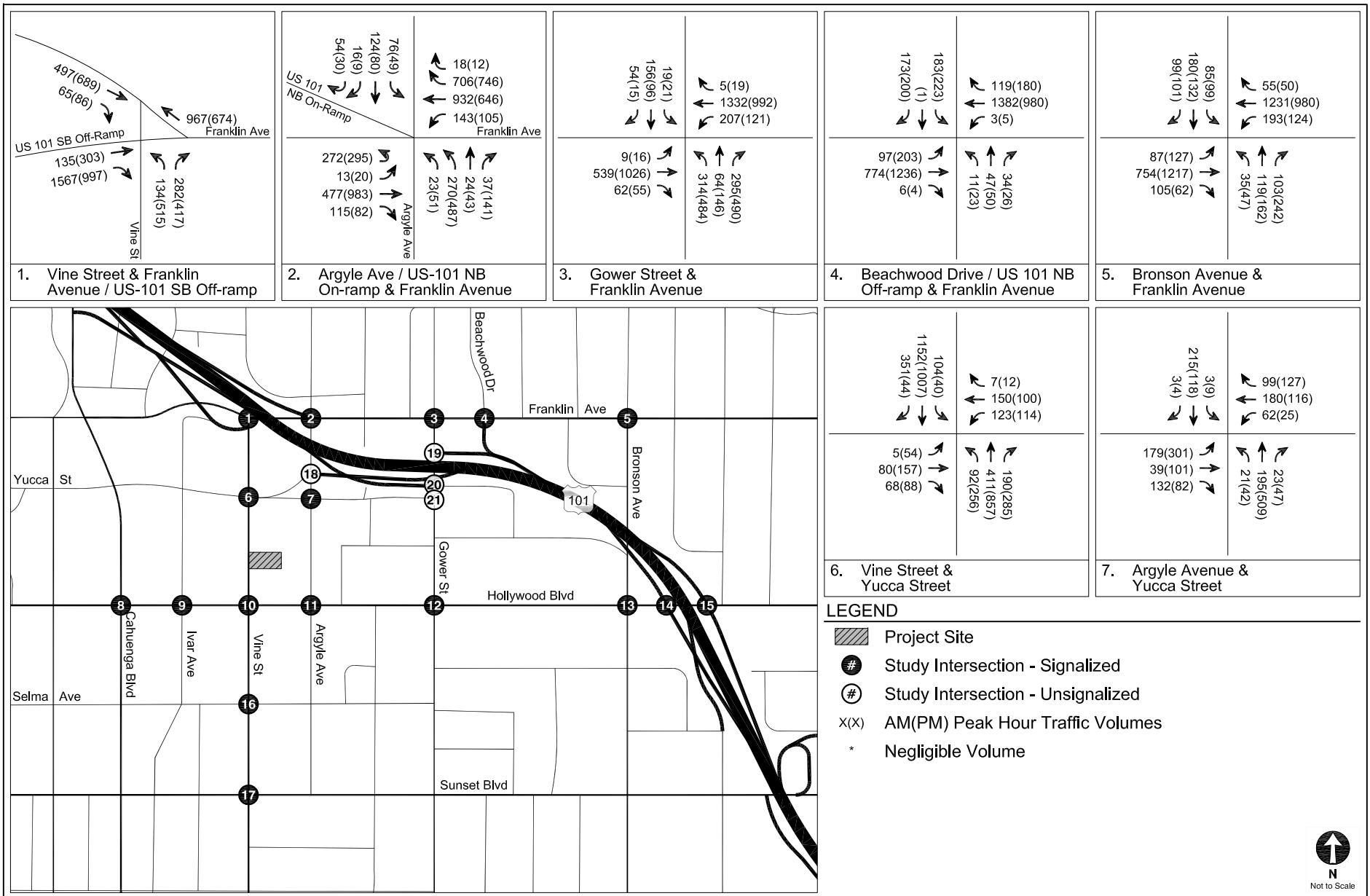
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2016)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
13 (CONT.)



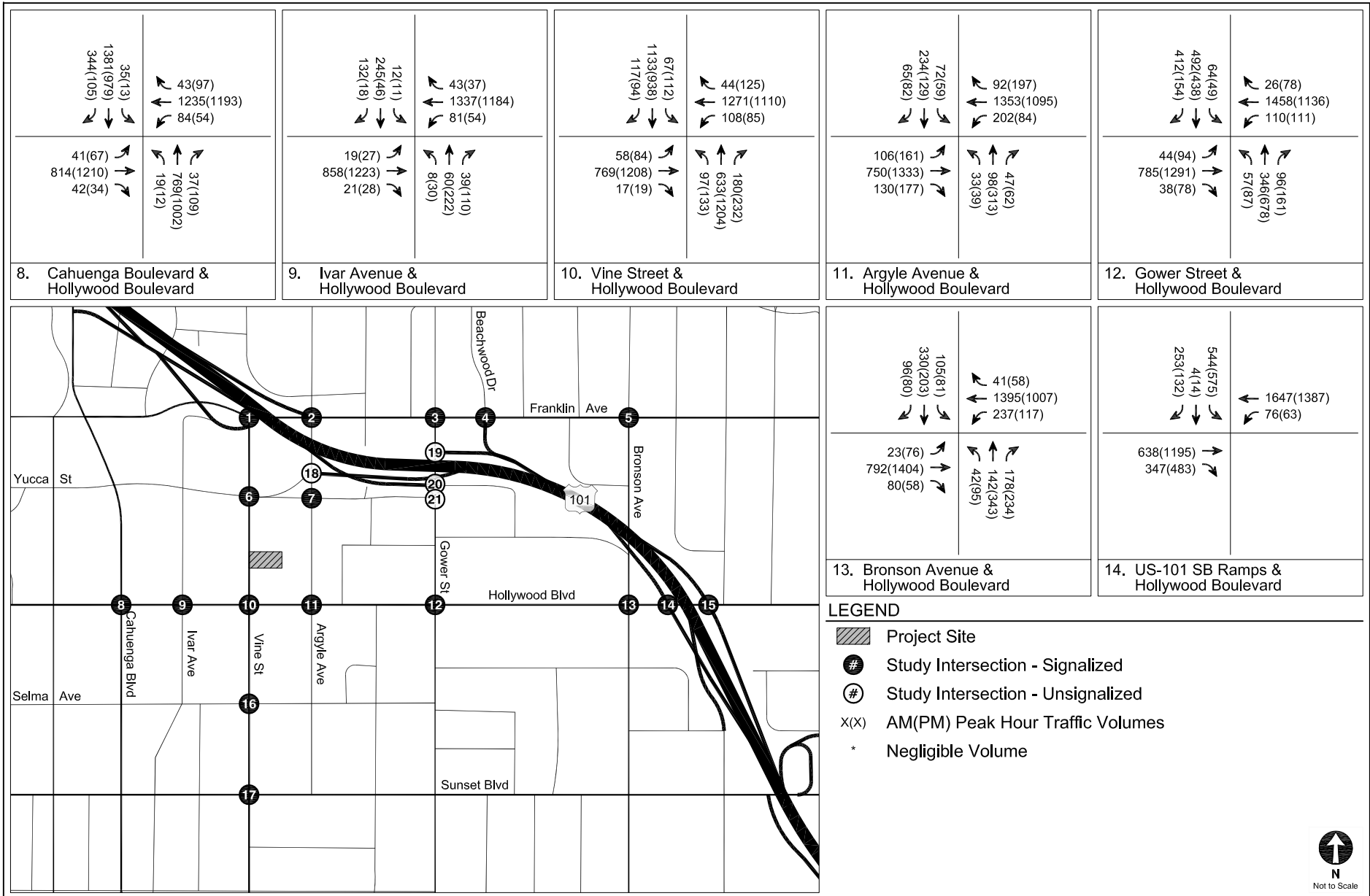
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2016)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
13 (CONT.)



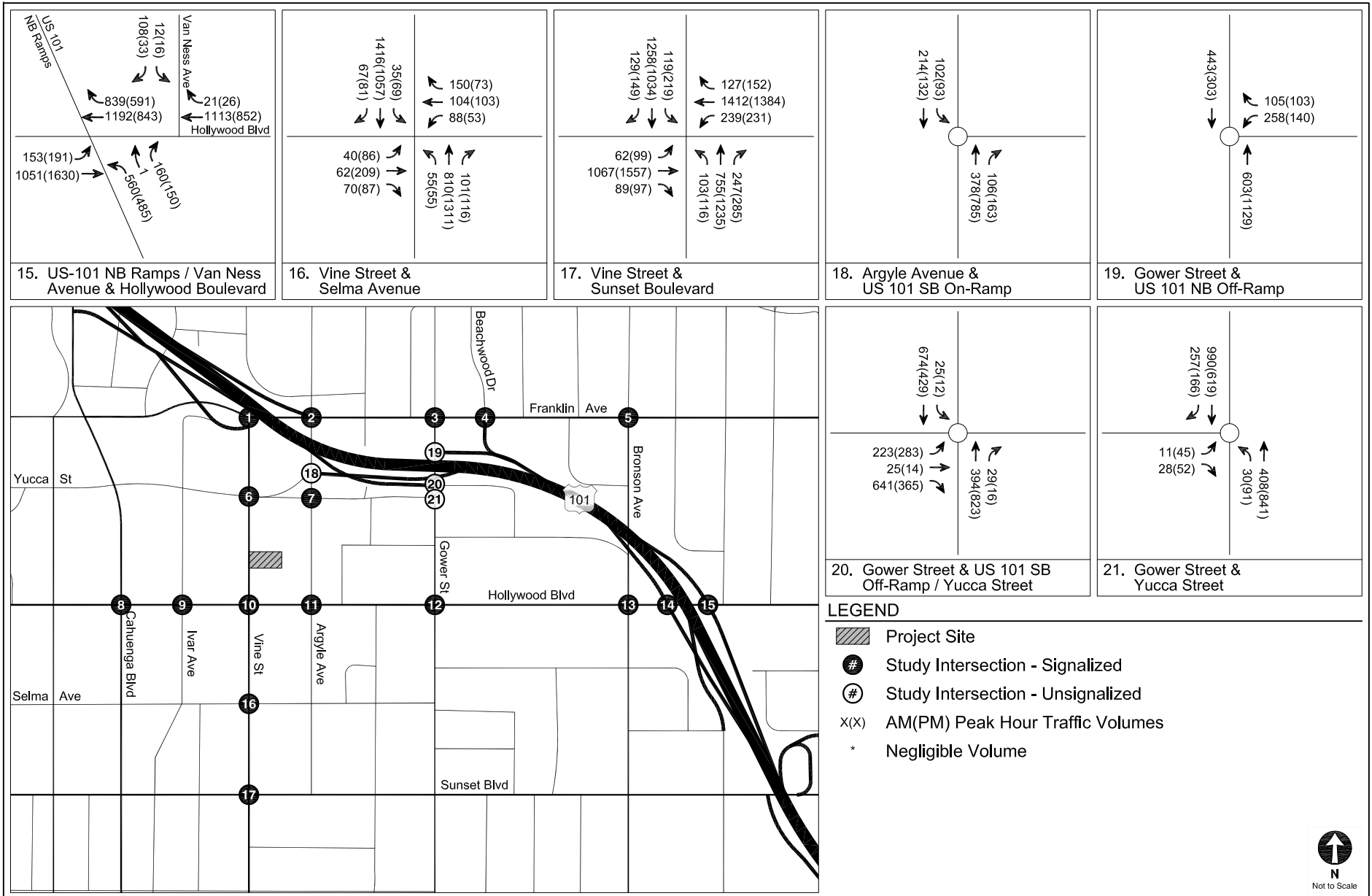
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
14



FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE 14 (CONT.)



FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
14 (CONT.)

**TABLE 11  
TRIP GENERATION ESTIMATES WITH TDM REDUCTION PROGRAM**

| Land Use  | Size      | Daily        | AM Peak Hour |             |             | PM Peak Hour |             |             |
|---|-----------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|
|   |           |              | In           | Out         | Total       | In           | Out         | Total       |
| <b><u>Proposed Project</u></b>                        |           |              |              |             |             |              |             |             |
| Hotel   | 216 rooms | 1,765        | 67           | 47          | 114         | 66           | 64          | 130         |
|   |           | <i>(441)</i> | <i>(17)</i>  | <i>(12)</i> | <i>(29)</i> | <i>(17)</i>  | <i>(16)</i> | <i>(33)</i> |
|   |           | <b>1,324</b> | <b>50</b>    | <b>35</b>   | <b>85</b>   | <b>49</b>    | <b>48</b>   | <b>97</b>   |
| Restaurant [b]  | 4,354 sf  | 554          | 26           | 21          | 47          | 26           | 17          | 43          |
|   |           | <i>(277)</i> | <i>(13)</i>  | <i>(11)</i> | <i>(24)</i> | <i>(13)</i>  | <i>(9)</i>  | <i>(22)</i> |
|   |           | <i>(69)</i>  | <i>(3)</i>   | <i>(3)</i>  | <i>(6)</i>  | <i>(3)</i>   | <i>(2)</i>  | <i>(5)</i>  |
|   |           | <b>208</b>   | <b>10</b>    | <b>7</b>    | <b>17</b>   | <b>10</b>    | <b>6</b>    | <b>16</b>   |
| <b>Total - Proposed Project</b>                       |           | <b>1,532</b> | <b>60</b>    | <b>42</b>   | <b>102</b>  | <b>59</b>    | <b>54</b>   | <b>113</b>  |
| <b><u>TDM Program</u></b>                             |           |              |              |             |             |              |             |             |
| Hotel   | 216 rooms |              |              |             |             |              |             |             |
|   |           | <i>(66)</i>  | <i>(3)</i>   | <i>(2)</i>  | <i>(5)</i>  | <i>(2)</i>   | <i>(2)</i>  | <i>(4)</i>  |
| Restaurant  | 4,354 sf  |              |              |             |             |              |             |             |
|   |           | <i>(10)</i>  | <i>(1)</i>   | <i>0</i>    | <i>(1)</i>  | <i>(1)</i>   | <i>0</i>    | <i>(1)</i>  |
| <b>Total - TDM Reduction</b>                          |           | <b>(76)</b>  | <b>(4)</b>   | <b>(2)</b>  | <b>(6)</b>  | <b>(3)</b>   | <b>(2)</b>  | <b>(5)</b>  |
| <b>Total - Existing Use to be Removed [d]</b>         |           | <b>(431)</b> | <b>(2)</b>   | <b>(1)</b>  | <b>(3)</b>  | <b>(24)</b>  | <b>(12)</b> | <b>(36)</b> |
| <b>Total - Net New Project Trips with TDM Program</b> |           | <b>1,025</b> | <b>54</b>    | <b>39</b>   | <b>93</b>   | <b>32</b>    | <b>40</b>   | <b>72</b>   |

Notes

[a] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet from the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[b] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant and lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis.

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[d] See Table 8.

**TABLE 12  
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2016)  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Existing Conditions |     | Existing with Project Conditions |     |               |                    | Existing with Project with Mitigation Conditions<br>[a] |     |               |                    |
|-----|---|-----------|---------------------|-----|----------------------------------|-----|---------------|--------------------|---|-----|---------------|--------------------|
|     |   |           | V/C                 | LOS | V/C                              | LOS | Change in V/C | Significant Impact | V/C   | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.314               | A   | 0.316                            | A   | 0.002         | NO                 | 0.316   | A   | 0.002         | NO                 |
|     |   | PM        | 0.369               | A   | 0.371                            | A   | 0.002         | NO                 | 0.371   | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.731               | C   | 0.735                            | C   | 0.004         | NO                 | 0.735   | C   | 0.004         | NO                 |
|     |   | PM        | 0.740               | C   | 0.742                            | C   | 0.002         | NO                 | 0.742   | C   | 0.002         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.629               | B   | 0.630                            | B   | 0.001         | NO                 | 0.630   | B   | 0.001         | NO                 |
|     |   | PM        | 0.684               | B   | 0.685                            | B   | 0.001         | NO                 | 0.623   | B   | -0.061        | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.639               | B   | 0.640                            | B   | 0.001         | NO                 | 0.640   | B   | 0.001         | NO                 |
|     |   | PM        | 0.619               | B   | 0.620                            | B   | 0.001         | NO                 | 0.620   | B   | 0.001         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.601               | B   | 0.601                            | B   | 0.000         | NO                 | 0.601   | B   | 0.000         | NO                 |
|     |   | PM        | 0.712               | C   | 0.713                            | C   | 0.001         | NO                 | 0.713   | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.483               | A   | 0.495                            | A   | 0.012         | NO                 | 0.495   | A   | 0.012         | NO                 |
|     |   | PM        | 0.450               | A   | 0.459                            | A   | 0.009         | NO                 | 0.458   | A   | 0.008         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.183               | A   | 0.193                            | A   | 0.010         | NO                 | 0.193   | A   | 0.010         | NO                 |
|     |   | PM        | 0.312               | A   | 0.322                            | A   | 0.010         | NO                 | 0.321   | A   | 0.009         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.801               | F * | 0.803                            | F * | 0.002         | NO                 | 0.803   | F * | 0.002         | NO                 |
|     |   | PM        | 0.525               | F * | 0.527                            | F * | 0.002         | NO                 | 0.527   | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.534               | A   | 0.537                            | A   | 0.003         | NO                 | 0.537   | A   | 0.003         | NO                 |
|     |   | PM        | 0.475               | A   | 0.477                            | A   | 0.002         | NO                 | 0.477   | A   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.741               | F * | 0.758                            | F * | 0.017         | YES                | 0.746   | F * | 0.005         | NO                 |
|     |   | PM        | 0.671               | F * | 0.676                            | F * | 0.005         | NO                 | 0.666   | F * | -0.005        | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.486               | A   | 0.488                            | A   | 0.002         | NO                 | 0.487   | A   | 0.001         | NO                 |
|     |   | PM        | 0.475               | A   | 0.475                            | A   | 0.000         | NO                 | 0.475   | A   | 0.000         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.628               | B   | 0.630                            | B   | 0.002         | NO                 | 0.630   | B   | 0.002         | NO                 |
|     |   | PM        | 0.558               | A   | 0.559                            | A   | 0.001         | NO                 | 0.559   | A   | 0.001         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.625               | B   | 0.627                            | B   | 0.002         | NO                 | 0.627   | B   | 0.002         | NO                 |
|     |   | PM        | 0.652               | B   | 0.653                            | B   | 0.001         | NO                 | 0.653   | B   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.588               | A   | 0.591                            | A   | 0.003         | NO                 | 0.590   | A   | 0.002         | NO                 |
|     |   | PM        | 0.447               | A   | 0.449                            | A   | 0.002         | NO                 | 0.449   | A   | 0.002         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.724               | C   | 0.725                            | C   | 0.001         | NO                 | 0.725   | C   | 0.001         | NO                 |
|     |   | PM        | 0.499               | A   | 0.501                            | A   | 0.002         | NO                 | 0.501   | A   | 0.002         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.555               | A   | 0.557                            | A   | 0.002         | NO                 | 0.557   | A   | 0.002         | NO                 |
|     |   | PM        | 0.538               | A   | 0.540                            | A   | 0.002         | NO                 | 0.540   | A   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.776               | F * | 0.778                            | F * | 0.002         | NO                 | 0.778   | F * | 0.002         | NO                 |
|     |   | PM        | 0.817               | F * | 0.820                            | F * | 0.003         | NO                 | 0.820   | F * | 0.003         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes implementation of a TDM program and contributions towards TSM improvements.

**TABLE 13  
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |               |                    | Future with Project with Mitigation Conditions [a] |     |               |                    |
|-----|---|-----------|-----------------------------------|-----|--------------------------------|-----|---------------|--------------------|--|-----|---------------|--------------------|
|     |   |           | V/C                               | LOS | V/C                            | LOS | Change in V/C | Significant Impact | V/C  | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.359                             | A   | 0.361                          | A   | 0.002         | NO                 | 0.361  | A   | 0.002         | NO                 |
|     |   | PM        | 0.439                             | A   | 0.441                          | A   | 0.002         | NO                 | 0.441  | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.893                             | D   | 0.896                          | D   | 0.003         | NO                 | 0.896  | D   | 0.003         | NO                 |
|     |   | PM        | 0.933                             | E   | 0.936                          | E   | 0.003         | NO                 | 0.936  | E   | 0.003         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.696                             | B   | 0.697                          | B   | 0.001         | NO                 | 0.697  | B   | 0.001         | NO                 |
|     |   | PM        | 0.745                             | C   | 0.746                          | C   | 0.001         | NO                 | 0.746  | C   | 0.001         | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.687                             | B   | 0.688                          | B   | 0.001         | NO                 | 0.688  | B   | 0.001         | NO                 |
|     |   | PM        | 0.675                             | B   | 0.675                          | B   | 0.000         | NO                 | 0.675  | B   | 0.000         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.652                             | B   | 0.653                          | B   | 0.001         | NO                 | 0.653  | B   | 0.001         | NO                 |
|     |   | PM        | 0.775                             | C   | 0.776                          | C   | 0.001         | NO                 | 0.776  | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.587                             | A   | 0.599                          | A   | 0.012         | NO                 | 0.598  | A   | 0.011         | NO                 |
|     |   | PM        | 0.594                             | A   | 0.603                          | B   | 0.009         | NO                 | 0.602  | B   | 0.008         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.282                             | A   | 0.293                          | A   | 0.011         | NO                 | 0.292  | A   | 0.010         | NO                 |
|     |   | PM        | 0.459                             | A   | 0.469                          | A   | 0.010         | NO                 | 0.468  | A   | 0.009         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.971                             | F * | 0.974                          | F * | 0.003         | NO                 | 0.974  | F * | 0.003         | NO                 |
|     |   | PM        | 0.719                             | F * | 0.722                          | F * | 0.003         | NO                 | 0.721  | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.635                             | B   | 0.637                          | B   | 0.002         | NO                 | 0.637  | B   | 0.002         | NO                 |
|     |   | PM        | 0.600                             | A   | 0.602                          | B   | 0.002         | NO                 | 0.602  | B   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.894                             | F * | 0.910                          | F * | 0.016         | YES                | 0.899  | F * | 0.005         | NO                 |
|     |   | PM        | 0.883                             | F * | 0.895                          | F * | 0.012         | YES                | 0.884  | F * | 0.001         | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.629                             | B   | 0.631                          | B   | 0.002         | NO                 | 0.631  | B   | 0.002         | NO                 |
|     |   | PM        | 0.685                             | B   | 0.686                          | B   | 0.001         | NO                 | 0.686  | B   | 0.001         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.789                             | C   | 0.791                          | C   | 0.002         | NO                 | 0.790  | C   | 0.001         | NO                 |
|     |   | PM        | 0.779                             | C   | 0.781                          | C   | 0.002         | NO                 | 0.781  | C   | 0.002         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.705                             | C   | 0.707                          | C   | 0.002         | NO                 | 0.706  | C   | 0.001         | NO                 |
|     |   | PM        | 0.747                             | C   | 0.748                          | C   | 0.001         | NO                 | 0.748  | C   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.758                             | C   | 0.760                          | C   | 0.002         | NO                 | 0.760  | C   | 0.002         | NO                 |
|     |   | PM        | 0.639                             | B   | 0.640                          | B   | 0.001         | NO                 | 0.640  | B   | 0.001         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.887                             | D   | 0.888                          | D   | 0.001         | NO                 | 0.888  | D   | 0.001         | NO                 |
|     |   | PM        | 0.681                             | B   | 0.682                          | B   | 0.001         | NO                 | 0.682  | B   | 0.001         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.625                             | B   | 0.627                          | B   | 0.002         | NO                 | 0.627  | B   | 0.002         | NO                 |
|     |   | PM        | 0.614                             | B   | 0.616                          | B   | 0.002         | NO                 | 0.616  | B   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.931                             | F * | 0.933                          | F * | 0.002         | NO                 | 0.933  | F * | 0.002         | NO                 |
|     |   | PM        | 1.075                             | F * | 1.077                          | F * | 0.002         | NO                 | 1.077  | F * | 0.002         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes implementation of a TDM program and contributions towards TSM improvements.



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## Chapter 9

### ***Unsignalized Intersection Analysis***

As described in Chapter 1, the four unsignalized study intersections were analyzed using the HCM methodology to determine the overall intersection delay under both Existing and Future Conditions. Based on *Traffic Study Policies and Procedures*, if based on the estimated overall intersection delay, an unsignalized intersection is projected to operate at LOS E or F under Future with Project Conditions, a signal warrant analysis should be conducted to evaluate for the potential installation of a new traffic signal. The signal warrant analysis, if necessary, would follow the guidelines set forth in *Manual of Policies and Procedures* (LADOT, December 2008) and *California Manual on Uniform Traffic Control Devices* (Caltrans, 2012) (California MUTCD).

#### **INTERSECTION LEVELS OF SERVICE**

Tables 14 and 15 summarize the weekday AM and PM peak hour delay and corresponding LOS for the four unsignalized intersections under Existing and Future Conditions.

As shown in Table 14, all four unsignalized study intersections are anticipated to operate at LOS C or better during the both the AM and PM peak hours under both Existing and Existing with Project Conditions.

As shown in Table 15, three of the four unsignalized intersections are anticipated to operate at LOS C or better during both the AM and PM peak hours under both Future without Project and Future with Project Conditions. The remaining intersection, Gower Street & US 101 Southbound Off-Ramp/Yucca Street, is anticipated to operate at LOS E during the AM peak hour and LOS D during the PM peak hour under both Future without Project and Future with Project Conditions. Therefore, as the intersection operates at LOS E during the AM peak hour, further traffic signal warrant analysis was conducted.

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## SIGNAL WARRANT ANALYSIS

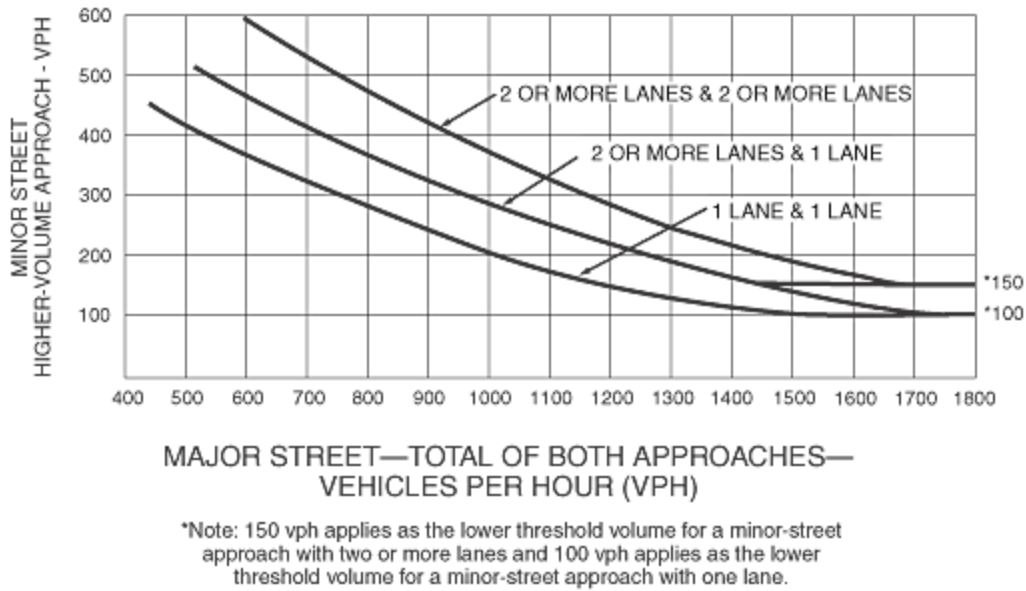
Of the four unsignalized study intersections, the intersection of Gower Street & US 101 Southbound Off-Ramp/Yucca Street is projected to operate at LOS E in the AM peak hour under Future with Project Conditions, and was therefore subject to a signal warrant analysis to determine whether the projected volumes at the intersection warrant the installation of a traffic signal control. It should be noted that the intersection is also projected to operate at LOS E without the addition of Project traffic.

The intersection was analyzed according to Warrant 3 (peak hour). The following methodologies, as quoted from the California MUTCD, were used to evaluate signal warrants at the intersection:

### **Warrant 3, Peak-Hour Vehicular Volume Warrant**

*Signal Warrant 3 is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. Combined volumes for both approaches of the major street are included while only the volume from the higher minor street approach is included. At an intersection with a high volume of left-turn traffic from the major street, the analysis may include the major street left-turn volumes plus the minor street approach volume as the total "minor street" volume. The warrant is satisfied if traffic volumes for any one hour of an average day exceed the plotted lines shown in the following figure.*

**Figure 4C-3. Warrant 3, Peak Hour**



The unsignalized intersection of Gower Street & US 101 Southbound Off-Ramp/Yucca Street meets the minimum peak hour traffic volume threshold of Warrant 3 under Future with Project Conditions, as detailed in the signal warrant worksheets available in Appendix E.

The satisfaction of the warrant threshold alone, however, is not the same as a significance threshold for determining a significant impact and does not in itself dictate the requirement of the installation of a traffic control signal. That decision is made by LADOT, which would consider additional factors such as spacing with adjacent intersections, interruption of traffic flow on the major streets, etc. Moreover, the above analysis shows the Project does not cause the need for a new signal at the intersection of Gower Street & US 101 Southbound Off-Ramp/Yucca Street, as future traffic volumes without the Project will also result in LOS E conditions.

**TABLE 14  
EXISTING WITH PROJECT CONDITIONS  
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE**

| No.        | Intersection                                      | Peak Hour | Existing Conditions |     | Existing with Project Conditions |     |
|------------|---|-----------|---------------------|-----|----------------------------------|-----|
|            |   |           | Delay               | LOS | Delay                            | LOS |
| 18.<br>[a] | Argyle Avenue &<br>US 101 SB On-Ramp              | AM        | 1.2                 | A   | 1.2                              | A   |
|            |   | PM        | 0.8                 | A   | 0.8                              | A   |
| 19.        | Gower Street &<br>US 101 NB Off-Ramp              | AM        | 6.2                 | A   | 6.6                              | A   |
|            |   | PM        | 2.1                 | A   | 2.2                              | A   |
| 20.        | Gower Street &<br>US 101 SB Off-Ramp/Yucca Street | AM        | 20.5                | C   | 20.9                             | C   |
|            |   | PM        | 12.5                | B   | 12.7                             | B   |
| 21.        | Gower Street &<br>Yucca Street                    | AM        | 0.7                 | A   | 0.7                              | A   |
|            |   | PM        | 2.4                 | A   | 2.4                              | A   |

Notes

[a] Intersection is uncontrolled.

**TABLE 15  
FUTURE WITH PROJECT CONDITIONS (YEAR 2021)  
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE**

| No.        | Intersection                                      | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |
|------------|---|-----------|-----------------------------------|-----|--------------------------------|-----|
|            |   |           | Delay                             | LOS | Delay                          | LOS |
| 18.<br>[a] | Argyle Avenue &<br>US 101 SB On-Ramp              | AM        | 1.1                               | A   | 1.1                            | A   |
|            |   | PM        | 0.9                               | A   | 0.9                            | A   |
| 19.        | Gower Street &<br>US 101 NB Off-Ramp              | AM        | 17.0                              | C   | 18.4                           | C   |
|            |   | PM        | 15.6                              | C   | 16.9                           | C   |
| 20.        | Gower Street &<br>US 101 SB Off-Ramp/Yucca Street | AM        | 48.3                              | E   | 49.2                           | E   |
|            |   | PM        | 28.3                              | D   | 28.8                           | D   |
| 21.        | Gower Street &<br>Yucca Street                    | AM        | 0.9                               | A   | 0.9                            | A   |
|            |   | PM        | 3.9                               | A   | 3.9                            | A   |

Notes

[a] Intersection is uncontrolled.

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## **Chapter 10**

# **Congestion Management Program Analysis**

This chapter presents an analysis of the regional transportation facilities in the vicinity of the Project Site, in accordance with the procedures outlined in the CMP.

### **TRAFFIC IMPACT ANALYSIS (TIA) GUIDELINES**

The CMP requires that TIAs be performed on three types of facilities:

- Arterial Intersections
- Mainline Freeway Segments
- The Public Transit System

The CMP identifies specific arterial and freeway mainline locations for analysis.

#### **Arterial Monitoring Intersection TIA Guidelines**

The CMP requires that a TIA be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the weekday AM or PM peak hours. A detailed analysis is not required if the project adds fewer than 50 trips to an arterial monitoring intersection. The CMP analysis uses the same CMA methodology as used in earlier chapters of this Traffic Study for City intersections to determine intersection V/C ratio and LOS. A significant impact requiring mitigation occurs if project traffic causes an incremental increase in intersection V/C ratio of 0.02 or greater to a facility projected to operate at LOS F ( $V/C > 1.00$ ) after the addition of project traffic.

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### **Mainline Freeway Monitoring Location TIA Guidelines**

The CMP requires that a TIA be performed for all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the weekday AM or PM peak hours. A detailed analysis is not required if the project adds fewer than 150 trips to a mainline freeway monitoring location (in either direction) during either the weekday AM or PM peak hour. The CMP analysis uses a demand-to-capacity (D/C) ratio to determine facility LOS based on capacity identified in Appendix A of the CMP. Similar to arterial monitoring intersections, a significant impact requiring mitigation occurs if project traffic causes an incremental increase in freeway segment D/C ratio of 0.02 or greater to a facility projected to operate at LOS F ( $D/C > 1.00$ ) after the addition of project traffic.

### **Transit Impact Review Guidelines**

The CMP requires that a transit system analysis be performed to determine whether a project would increase transit ridership beyond the current capacity of the transit system.

### **ARTERIAL MONITORING STATION ANALYSIS**

The CMP identifies the following two arterial monitoring intersections within 1.5 miles of the Project Site:

- Santa Monica Boulevard & Western Avenue (1.25 miles southeast of the Project Site)
- Santa Monica Boulevard & Highland Avenue (1.00 mile southwest of the Project Site)

Both of these arterial monitoring intersections are outside of the boundaries of the Study Area. The Project trips at these locations were calculated based on the number of trips entering and leaving the Study Area (based on Figure 9) in the direction of the outlying CMP arterial monitoring intersections, conservatively assuming there would be no diverging trips.

Based on this methodology, the number of peak hour Project trips expected at each arterial monitoring intersection is as follows:

| Intersection                             | Peak Hour Trips |    | Requires<br>CMP<br>Analysis? |
|--|-----------------|----|------------------------------|
|  | AM              | PM |                              |
| Western Avenue & Santa Monica Boulevard  | 0               | 0  | No                           |
| Highland Avenue & Santa Monica Boulevard | 0               | 0  | No                           |

The Project would not add any peak hour trips at any of the arterial monitoring intersections. Therefore, further analysis of the CMP arterial monitoring intersections is not required.

### **FREEWAY SEGMENT ANALYSIS**

The CMP identifies one mainline freeway monitoring location on US 101 south of Santa Monica Boulevard, approximately 1.5 miles southeast of the Project Site. At this location, the Project is projected to add a total of eight northbound trips and five southbound trips during the AM peak hour and seven northbound trips and seven southbound trips during the PM peak hour. The Project would not add 150 trips in either direction during either peak hour to the CMP mainline freeway monitoring location. Therefore, further CMP freeway segment analysis is not required.

### **REGIONAL TRANSIT IMPACT ANALYSIS**

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle occupancy (AVO) factor of 1.4 in order to estimate the number of person trips to and from the Project and provides guidance regarding the percentage of Project person trips that may use public transit to travel to and from the Project Site depending on the mix of uses and proximity to public transit. As discussed in Chapter 4, the trip generation estimates shown in Table 8 indicate a 25% transit/walk adjustment was applied to account for non-auto transit modes (e.g., transit, bicycle, walk, etc.) For the purposes of this analysis, all non-automobile trips were conservatively assumed to travel via public transit.



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As shown in Table 8, prior to the application of transit reductions, the Project is anticipated to generate approximately 132 AM peak hour trips and 103 PM peak hour trips. Assuming an AVO of 1.4, the Project's vehicle trips result in an estimated increase of 185 person trips during the AM peak hour and 144 person trips during the PM peak hour. Using the 25% mode split, the Project would generate approximately 46 net new transit trips in the AM peak hour and 36 net new transit trips in the PM peak hour.

As detailed in Chapter 2, the Study Area is served by numerous established transit routes. As shown in Table 4, the total capacity of the analyzed transit lines within the Study Area during the AM and PM peak hours is approximately 3,435 and 3,118 trips, respectively. The Project's AM and PM peak hour person trips by transit are projected at 46 and 36 trips, respectively, or approximately less than 1.1% of the available capacity during AM and PM peak. As detailed in Table 4, the Project Site is served by numerous bus lines, as well as the Metro Red Line. Overall, the total transit capacity along those routes can accommodate the Project's transit trips during both the AM and PM peak hours. Therefore, the Project is not anticipated to result in material regional transit impacts.

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## **Chapter 11**

### **Site Access and Internal Circulation**

This chapter summarizes the site access and internal circulation of the Project Site.

#### **VEHICULAR ACCESS AND CIRCULATION**

Vehicular access to the Project Site would be provided via a full access driveway (i.e., accommodating right and left-turn ingress and egress movements) on Vine Street. The driveway would provide access to a portico for hotel guest drop-off and valet services. It is anticipated that parking elevators at the rear of the Project Site would be used and would be operated by attendants. The driveway would be designed based on LADOT standards and would operate with two-way operations to the parking facilities.

#### **PEDESTRIAN ACCESS AND CIRCULATION**

Pedestrian access would be provided at the hotel lobby entrance on Vine Street. Pedestrian access within and around the Project Site would be enhanced via sidewalks, new landscaping, artwork, and decorative pavement within the hotel's entrance area and along the perimeters of the Project Site. The Project would not mix pedestrian and automobile traffic and, therefore, no pedestrian impacts would occur.

#### **BICYCLE ACCESS AND CIRCULATION**

Visitors, patrons and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. In order to facilitate bicycle use, bicycle parking spaces would be

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provided on-site, consistent with the Bicycle Parking Ordinance, *Los Angeles Municipal Code* (City of Los Angeles, December 31, 2015) (LAMC) Section 12.21 A16(a)(2).

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## **Chapter 12**

### **Parking**

This chapter provides an analysis of the vehicular and bicycle parking requirements for the Project set forth in the LAMC in relation to the Project's proposed parking supply. As described in Chapter 1, per SB 743, the Project Site is located within a transit priority area; thus, the parking impacts of the Project are not considered significant and the parking analysis below is provided for informational purposes only.

#### **PARKING SUPPLY**

As proposed, the Project would provide a total of 79 vehicular parking spaces within three subterranean parking levels. Vehicular access to the Project Site would be provided via one full-access driveway on Vine Street. The Project would also provide a total of 124 bicycle parking spaces.

#### **PARKING CODE REQUIREMENTS**

The LAMC details City parking requirements for new developments. The parking requirements of the Project are based on the rates provided in the LAMC.

#### **Automobile Parking Requirement**

The LAMC has identified the off-street automobile parking requirements of various land uses. The following automobile parking rates are indicated in Section 12.21.A4(a-c) for hotel uses and 12.21A4(x)(3) for restaurant uses within the Hollywood Redevelopment Area:

- 
- Hotel
    - First 30 guest rooms: one space per room
    - Next 30 guest rooms: one space per two rooms
    - Remaining guest rooms: one space per three rooms
  - Restaurant: two spaces per 1,000 sf

These parking rates were applied to the proposed floor area of the Project to determine the required amount of off-street automobile parking stalls.

### **Code-Required Project Automobile Parking**

As previously described, the Project includes a 216-room hotel and approximately 4,354 sf of restaurant uses. Table 16 summarizes the automobile parking requirements for the Project. As shown, the hotel use requires a total of 97 parking spaces and the restaurant uses require a total of nine parking spaces, for a total of 106 automobile parking spaces. However, per LAMC Section 12.21.A4, projects within 1,500 feet of a fixed transit rail station (i.e., Metro Red Line Hollywood/Vine Station) may replace up to 30% of code-required non-residential spaces with bicycle parking spaces. Thus, pursuant to the provision of additional bicycle parking spaces, the overall parking requirement would be reduced to a net total of 75 spaces, which is satisfied by the 79 spaces provided. Therefore, the Project would meet its vehicular parking requirement.

### **Bicycle Parking Requirement**

Table 17 summarizes the bicycle parking requirements for the Project based on LAMC Section 12.21.A.16. There are distinct requirements for the number of long-term spaces and short-term spaces. Long-term spaces are for bicycle storage overnight or longer, while short-term spaces are more easily accessible as they are typically used for hours or less at a time. LAMC Section 12.21A.16 identifies the following short-term and long-term bicycle parking rates, which were used to determine the required bicycle parking spaces for the Project:

- 
- Hotel
    - Short-term: one bicycle space per 20 guest rooms
    - Long-term: one bicycle space per 20 guest rooms
  - Restaurant
    - Short-term: one bicycle space per 2,000 sf
    - Long-term: one bicycle space per 2,000 sf

### **Code-Required Project Bicycle Parking**

As detailed in Table 17, the Project would be required to provide 22 bicycle spaces (11 long-term and 11 short-term) for the hotel uses and four bicycle spaces (two long-term and two short-term) for the restaurant uses, for a total of 26 bicycle parking spaces (22 long-term and four short-term). The code bicycle parking requirement would be satisfied by the 124 bicycle parking spaces provided. Therefore, the Project would meet its bicycle parking requirement.

**TABLE 16  
CODE AUTOMOBILE PARKING REQUIREMENTS**

| <b>Land Use</b>  | <b>Size</b> | <b>Parking Rate [a]</b> | <b>Total Spaces</b> |
|--|-------------|-------------------------|---------------------|
| Hotel  |             |                         |                     |
| First 30 Guestrooms  | 30 rooms    | 1.00 sp / 1 room        | 30                  |
| Next 30 Guestrooms   | 30 rooms    | 1.00 sp / 2 rooms       | 15                  |
| Remaining Guestrooms   | 156 rooms   | 1.00 sp / 3 rooms       | 52                  |
| Restaurant [b]   | 4,354 sf    | 2.00 sp / 1,000 sf      | 9                   |
| <b>Total Code Parking Requirement, Before Bicycle Credit</b> |             |                         | <b>106</b>          |
| <i>Bicycle Parking Reduction [c]</i>                         |             |                         |                     |
| <i>Non-Residential</i>                                       |             | 30%                     | (31)                |
| <b>Total Code Parking Requirement</b>                        |             |                         | <b>75</b>           |
| <b>Parking Provided</b>                                      |             |                         | <b>79</b>           |

Notes

[a] Parking rates per Section 12.21.A4(a-c) of Los Angeles Municipal Code (LAMC).

[b] Per Section 12.21.A4(x)(3), commercial office, retail, restaurant, and bar uses within the Hollywood Redevelopment Project Area are to provide parking at a rate of two spaces per 1,000 sf of gross floor area.

[c] Per Section 12.21.A4 of the LAMC, non-residential buildings within 1,500 feet of a portal of a fixed rail transit station may replace up to 30% of the required automobile parking with bicycle parking.

**TABLE 17  
CODE BICYCLE PARKING REQUIREMENTS**

| <b>Project</b>                       | <b>Size</b> | <b>Bicycle Short-Term Parking Rate [a]</b> | <b>Total Short-Term Bicycle Spaces</b> | <b>Bicycle Long-Term Parking Rate [a]</b> | <b>Total Long-Term Bicycle Spaces</b> |
|--------------------------------------|-------------|--|--|---|---------------------------------------|
| Hotel                                | 216 rooms   | 1.00 sp / 20 rooms                         | 11                                     | 1.00 sp / 20 rooms                        | 11                                    |
| Restaurant                           | 4,354 sf    | 1.00 sp / 2,000 sf                         | 2                                      | 1.00 sp / 2,000 sf                        | 2                                     |
| <b>Total Bicycle Spaces Required</b> |             |  | <b>13</b>                              |   | <b>13</b>                             |
| <b>Total Bicycle Spaces Provided</b> |             |  | <b>124 [b]</b>                         |   |                                       |

Notes

[a] Bicycle parking rates per Section 12.21.A16(a).

[b] Includes short-term and long-term bicycle spaces.



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## **Chapter 13**

### **Construction Impact Analysis**

This chapter summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities of the Project, which may include safety, operational, or capacity impacts, and was performed in accordance with *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles, 2006).

#### **TYPES OF CONSTRUCTION IMPACTS**

*L.A. CEQA Thresholds Guide* identifies four types of in-street construction impacts. Each of the four types of impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

1. Temporary traffic impacts – potential impacts on vehicular travelers on roadways
2. Temporary loss of access – potential impacts on vehicular and pedestrian access
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers
4. Temporary loss of on-street parking – potential impacts on parkers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to a population, and consideration for public safety. Traffic impacts from construction activities could occur as a result of the following types of activities:

- Increases in truck traffic associated with export or import of fill materials and delivery of construction materials
- Increases in automobile traffic associated with construction workers traveling to and from the Project Site

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- Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities
  - Blocking existing vehicle or pedestrian access to other parcels fronting streets

The impact of construction traffic (including haul trucks) would be a lessening of the capacities of access streets and haul routes due to slower movements and larger turning radii of trucks.

## **PROPOSED CONSTRUCTION SCHEDULE**

The Project is anticipated to be constructed in phases over a period of approximately 21 months, with completion anticipated in the year 2021. The construction period would include subphases of site demolition, excavation and grading, foundations, and building construction. Peak haul truck activity occurs during excavation and grading, and peak worker activity occurs during building construction. These two subphases of construction were studied in greater detail.

## **EXCAVATION AND GRADING PHASE**

The peak period of truck activity during construction would occur during excavation and grading of the Project Site. Based on projections compiled for the Project, approximately 21,760 cubic yards (CY) of material would be excavated and removed from the Project Site over a 45-workday period. That equates to approximately 484 CY of material exported each workday, requiring 35 haul trucks per work day based on an anticipated haul truck capacity of 14 CY each. Thus, up to 70 daily truck trips (35 inbound, 35 outbound) are forecast to occur during the excavation and grading period, with approximately 10 trips per hour (five inbound, five outbound) uniformly over a typical eight-hour workday.

*Transportation Research Circular No. 212* defines passenger car equivalent (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 16.7 of the HCM suggest a PCE of 2.0 for trucks. Assuming a PCE factor of 2.0, the 70

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truck trips would be equivalent to 140 daily PCE trips. The 10 hourly truck trips would be equivalent to 20 PCE trips (10 inbound, 10 outbound) per hour. In addition, during this period a maximum of 20 construction workers would work at the Project Site. Assuming minimal carpooling amongst those workers, an AVO of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 20 workers would result in a total of 18 vehicle trips to and from the Project Site on a daily basis.

With the implementation of the Construction Management Plan, which is described in more detail later in this chapter, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the AM and PM peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the excavation and grading phase of construction.

Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to US 101, the haul route to/from the Project Site is anticipated to be via one of the following routes:

- To/From US 101 Ramps at Hollywood Boulevard. Arriving haul truck traffic would exit US 101 at Hollywood Boulevard, travel westbound to Vine Street and north to the Project Site. Departing haul truck traffic would turn left onto Vine Street, travel south to Hollywood Boulevard, then eastbound to access US 101 ramps and continuing to the Chiquita Canyon Landfill via SR 170, I-5, Newhall Ranch Road, and Henry Mayo Drive.
- To/From US 101 Ramps at Vine Street/Argyle Avenue/Gower Street. Arriving haul trucks would exit US 101 southbound at Vine Street, travel south on Vine Street to the Project Site or exit US 101 northbound off-ramp at Gower Street and travel south on Gower Street to westbound Hollywood Boulevard to the Project Site. Departing haul truck traffic would travel north on Vine Street, east on Yucca Street then north on Argyle to either the US 101 northbound or southbound on-ramps.

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## **BUILDING CONSTRUCTION PHASE**

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be onsite before the weekday AM commuter peak period and allow them to leave before or after the PM commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

The estimated number of construction workers each day depends on the phase of construction. According to construction projections prepared for the Project, the building subphase of construction would employ the most construction workers, with a cumulative average of approximately 80 workers per day for all components of the building (i.e., framing, plumbing, elevators, inspections, finishing). However, since the different building components would not be constructed or installed simultaneously this cumulative estimate overstates the number of workers that would be expected on a peak construction day. Furthermore, on most of the estimated 15 months to complete the construction phase of the Project, there would be far fewer workers than on a peak day. Therefore, the estimate of 80 workers per day used for the purposes of this analysis represents a conservative, higher-than-expected estimate.

Assuming an AVO of 1.135 persons per vehicle, 80 workers would result in a total of 70 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 140 (70 inbound and 70 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. As such, the building phase of Project construction is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured in the vicinity of the Project Site. Restrictions against workers parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site will be identified as part of the Construction Management Plan. Construction parking may also require the temporary use of offsite parking areas for materials storage and truck staging, which, if required, would be identified in the Construction Management Plan.

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## **POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING**

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site. The parking lane on Vine Street, adjacent to the Project Site, will be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan. The use of the public right-of-way along Vine Street would require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. The Construction Management Plan would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

There are no bus stops adjacent to the Project Site and, therefore, no temporary impacts to transit are expected. Parking is allowed adjacent to the Project Site on Vine Street, so the construction fences, staging, etc., could result in the temporary loss of up to four metered parking spaces. The parking spaces would be reinstalled once construction is complete.

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) have been incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

## **CONSTRUCTION MANAGEMENT PLAN**

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried

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out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance notification of adjacent property owners and occupants, as well as any nearby schools, of upcoming construction activities, including durations and daily hours of construction.
- Prohibition of construction worker parking on adjacent residential streets.
- Temporary pedestrian and vehicular traffic controls during all construction activities adjacent to Vine Street to ensure traffic safety on public right of ways. These controls shall include, but are not limited to, flag people trained in pedestrian and student safety.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Parking restrictions on construction-related vehicles parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate, including along all identified Los Angeles Unified School District (LAUSD) pedestrian routes to nearby schools.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible, and so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools.
- Advanced notification of temporary parking removals and duration of removals.

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## References

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*First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures*, State of California and City of Los Angeles, December 15, 2015.

*Guide for the Preparation of Traffic Impact Studies*, California Department of Transportation, December 2002.

*Guidelines for Implementation of the California Environmental Quality Act, Chapter 3, Title 14, California Code of Regulations*, California Natural Resources Agency, amended July 27, 2007.

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*L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles*, City of Los Angeles, 2006.

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*Traffic Study Policies and Procedures*, Los Angeles Department of Transportation, August 2014.

*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980.

*Trip Generation, 9<sup>th</sup> Edition*, Institute of Transportation Engineers, 2012.

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## ***References, cont.***

*Trip Generation Handbook, 3<sup>rd</sup> Edition*, Institute of Transportation Engineers, August 2014.

*Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025*, City of Los Angeles, August 2015.



***Appendix A***

***Memorandum of Understanding***

**TRAFFIC STUDY - MEMORANDUM OF UNDERSTANDING (MOU)**

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: citizenM Hollywood and Vine

Project Address: 1718 N. Vine Street, Los Angeles, CA 90028

Project Description: The Project is a hotel development that includes up to 216 guestrooms and up to 4,354 square feet (sf) of restaurant use. The approximately 6,400 sf of existing restaurant will be removed with development of the Project. (See Figure 1)

Geographic Distribution for Hotel/Restaurant: N 25 % S 25 % E 15 % W 35 %

Attach graphic illustrating project trip distribution percentages at the studied intersections (See Figure 3)

Trip Generation Rate(s): ITE 9th Edition / Other ITE 9<sup>th</sup> Edition, 2012

Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. (See Table 2 and Figure 4)

|          | in        | out       | total     |
|----------|-----------|-----------|-----------|
| AM Trips | <u>58</u> | <u>41</u> | <u>99</u> |
| PM Trips | <u>35</u> | <u>42</u> | <u>77</u> |

Project Full Buildout Year: 2021

Ambient or CMP Growth Rate: 1.0 % Per Yr.

Related Projects: (See Table 3 and Figure 5)

Subject to Freeway Impact Analysis Screening review: YES  NO (See Tables 4 and 5)  
 (Freeway analysis screening filter should be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)

Is the project on the High Injury Network?  YES  NO

Study Intersections (Subject to LADOT revision after initial impact analysis) (See Table 1 and Figure 2)

Trip Credits: (Exact amount of credit subject to approval by LADOT)

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

Consultant

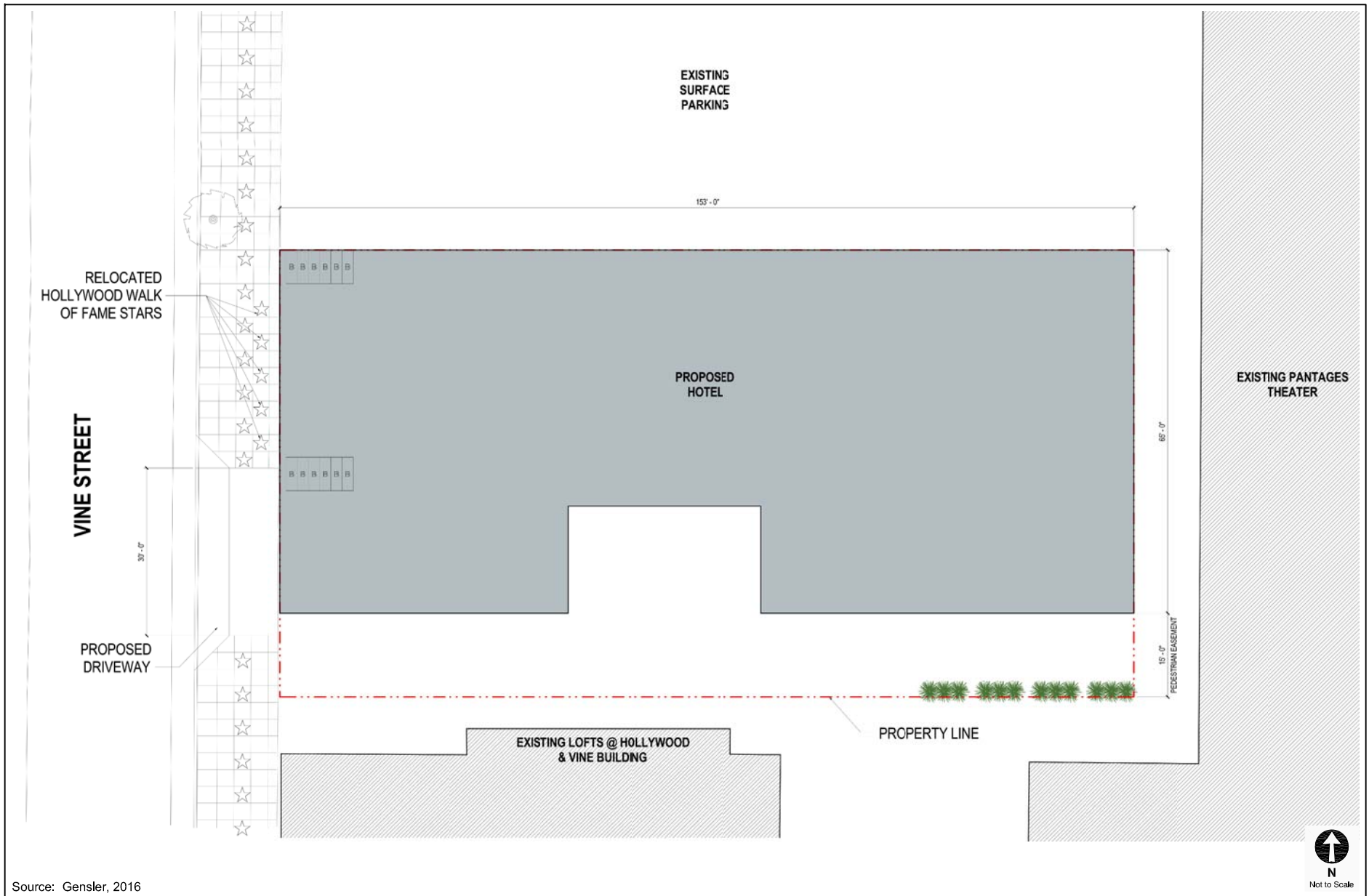
Developer

Name Gibson Transportation Consulting, Inc.  
 Address 523 W 6<sup>th</sup> Street, Suite 1234  
Los Angeles, CA 90014  
 Phone No. (213) 683-0088  
 E-Mail sdrobis@gibsontrans.com

citizenM Hotels  
79 Madison Avenue, 2<sup>nd</sup> Floor  
New York, NY 10016  
(212) 616-9980  
citizenmthomas@citizenm.com

Approved by *Susan Drobis* 6/23/16  
 Consultant's Representative Date

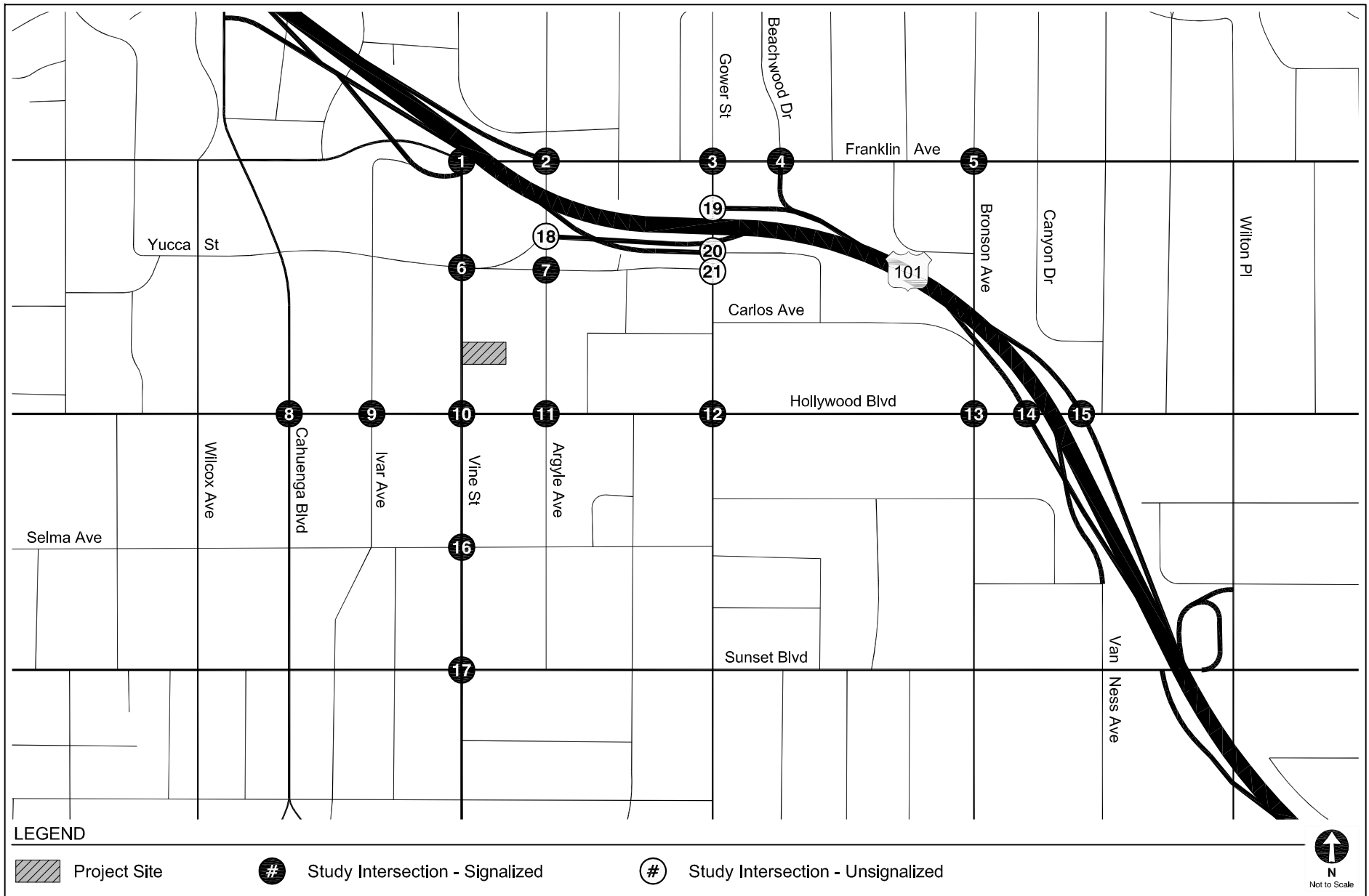
*[Signature]*  
 LADOT Representative Date



Source: Gensler, 2016

SITE PLAN

FIGURE  
1



**LEGEND**

Project Site

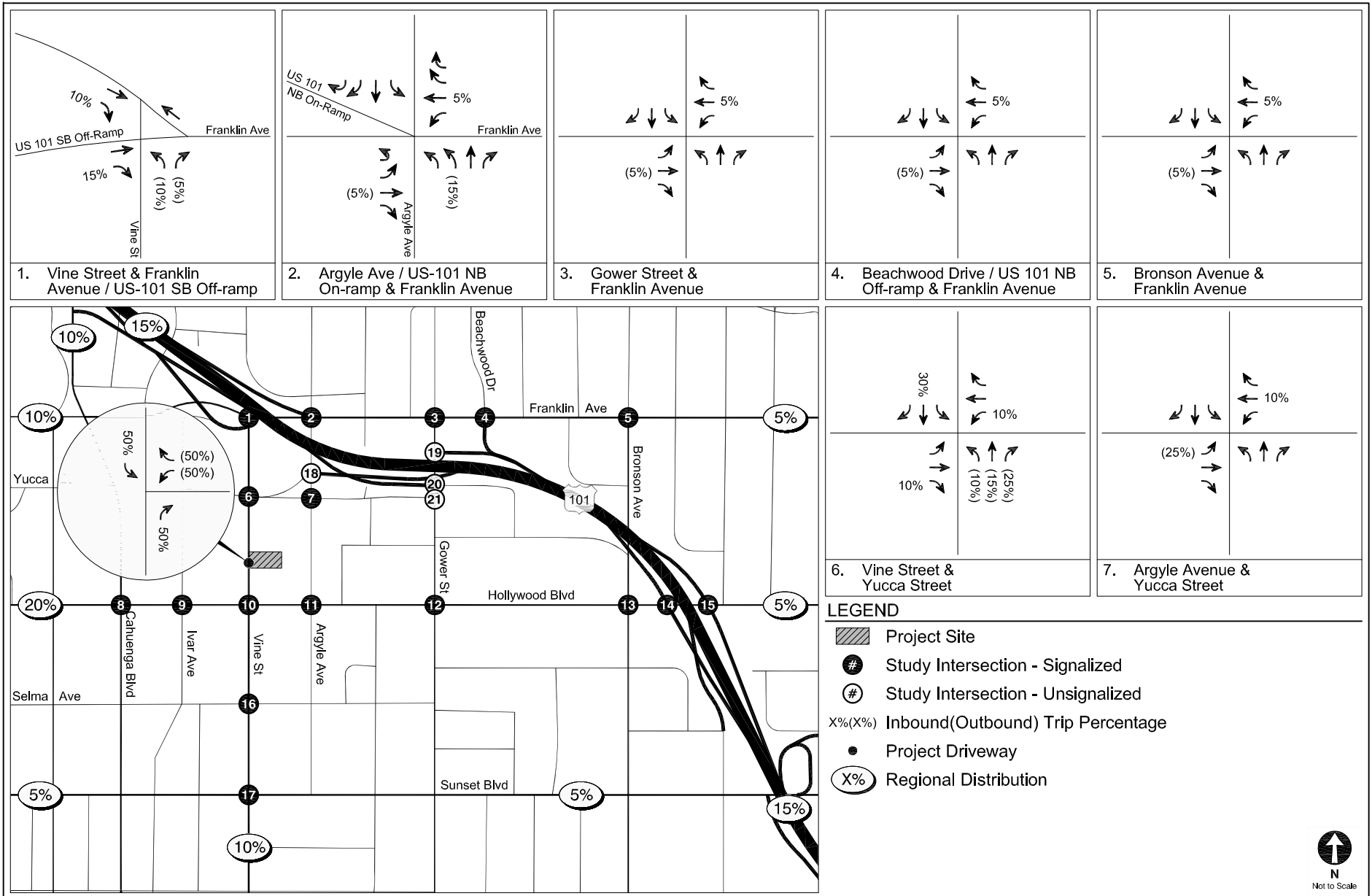
Study Intersection - Signalized

Study Intersection - Unsignalized



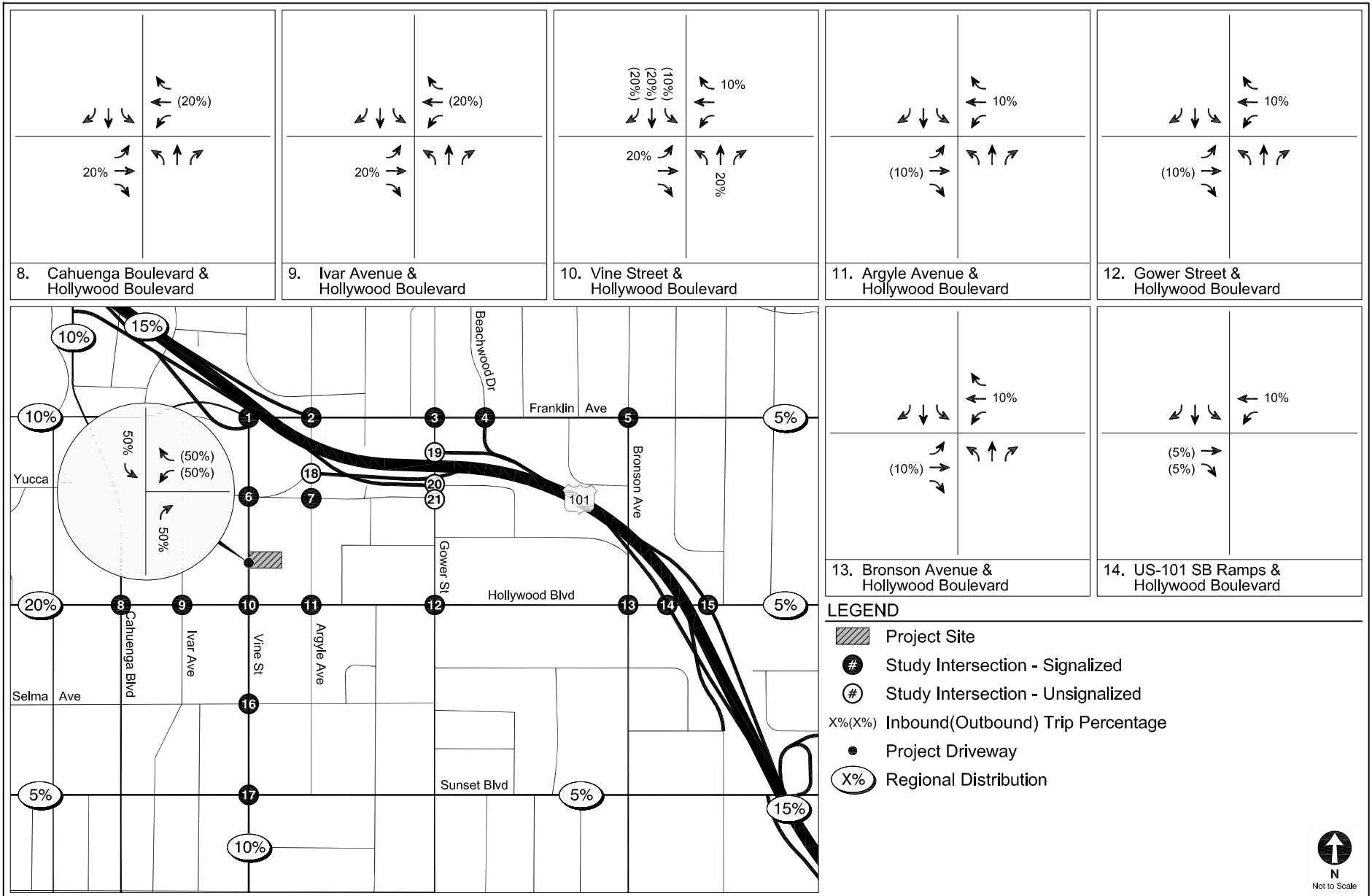
STUDY AREA

FIGURE  
2



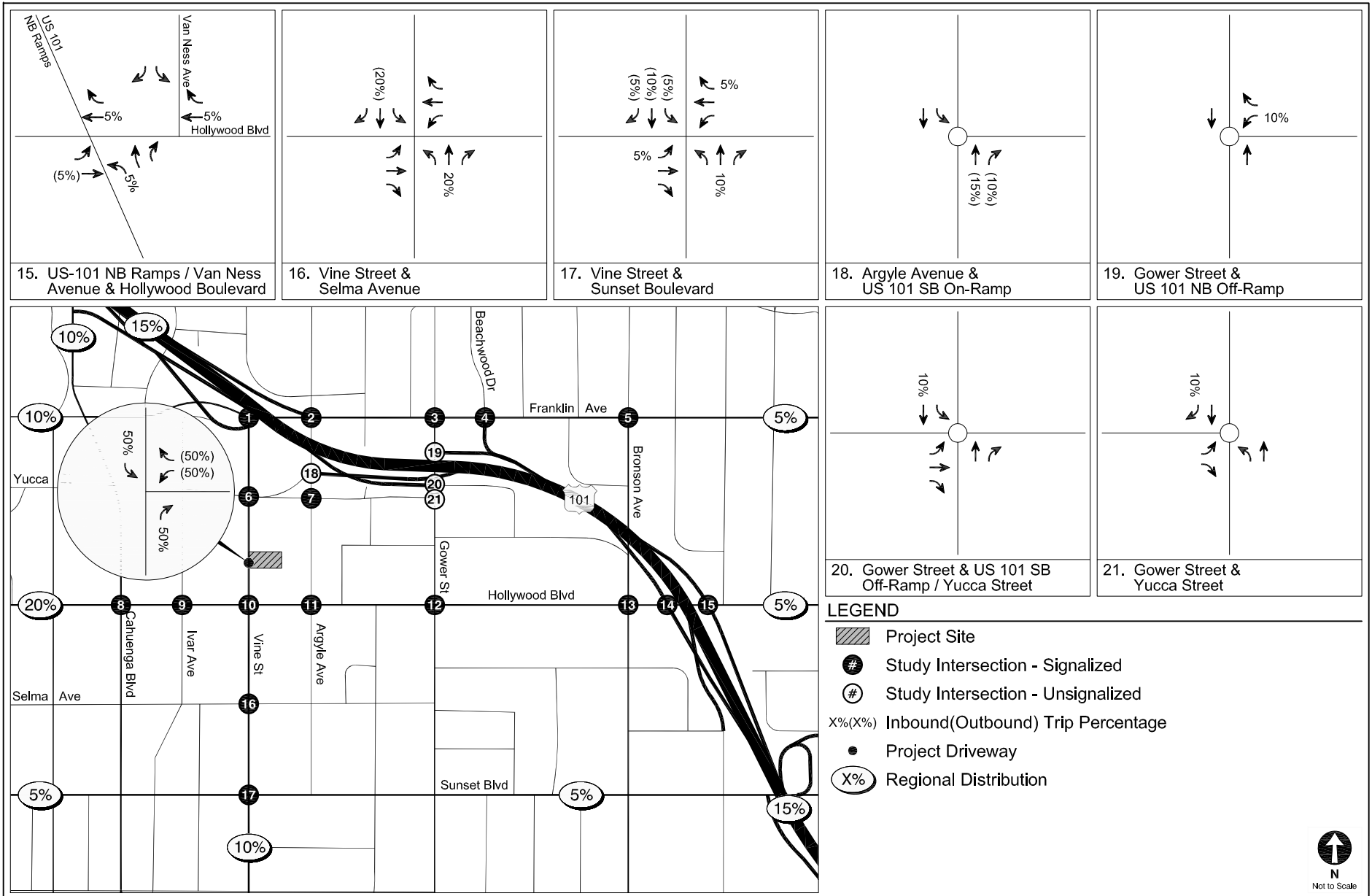
TRIP DISTRIBUTION

FIGURE  
3



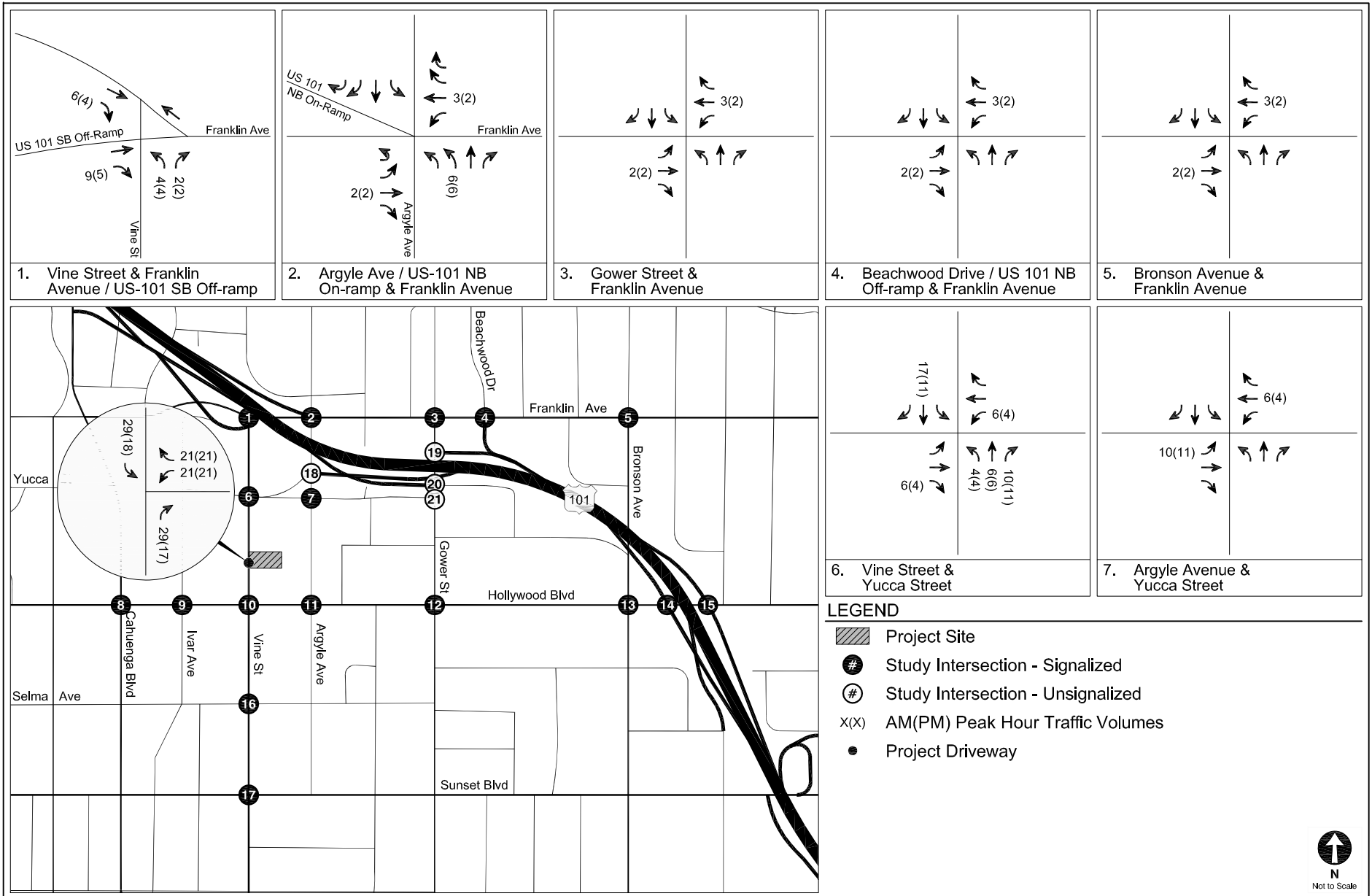
TRIP DISTRIBUTION

FIGURE 3 (CONT.)



TRIP DISTRIBUTION

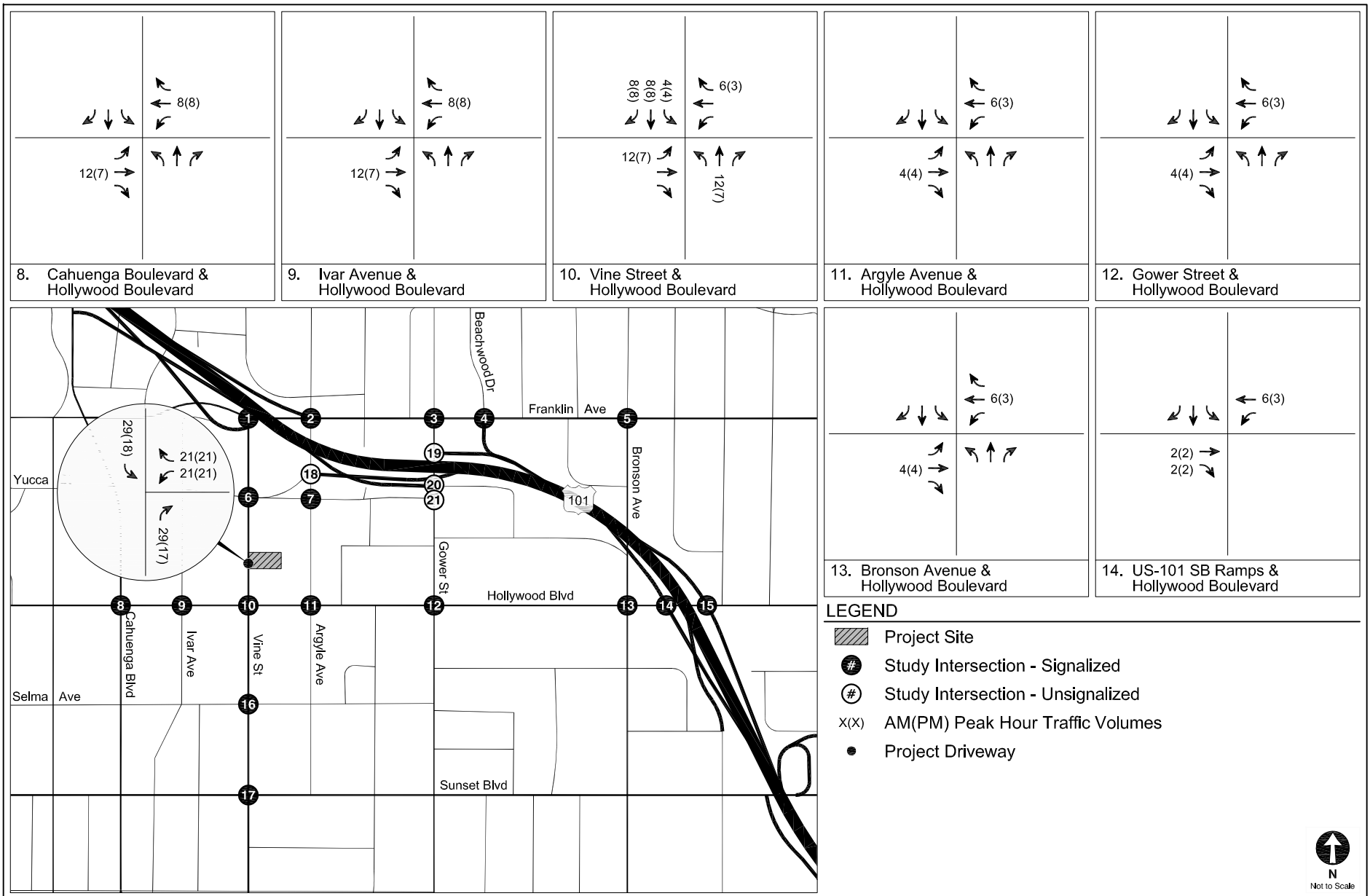
FIGURE 3 (CONT.)



PROJECT-ONLY  
PEAK HOUR TRAFFIC VOLUMES

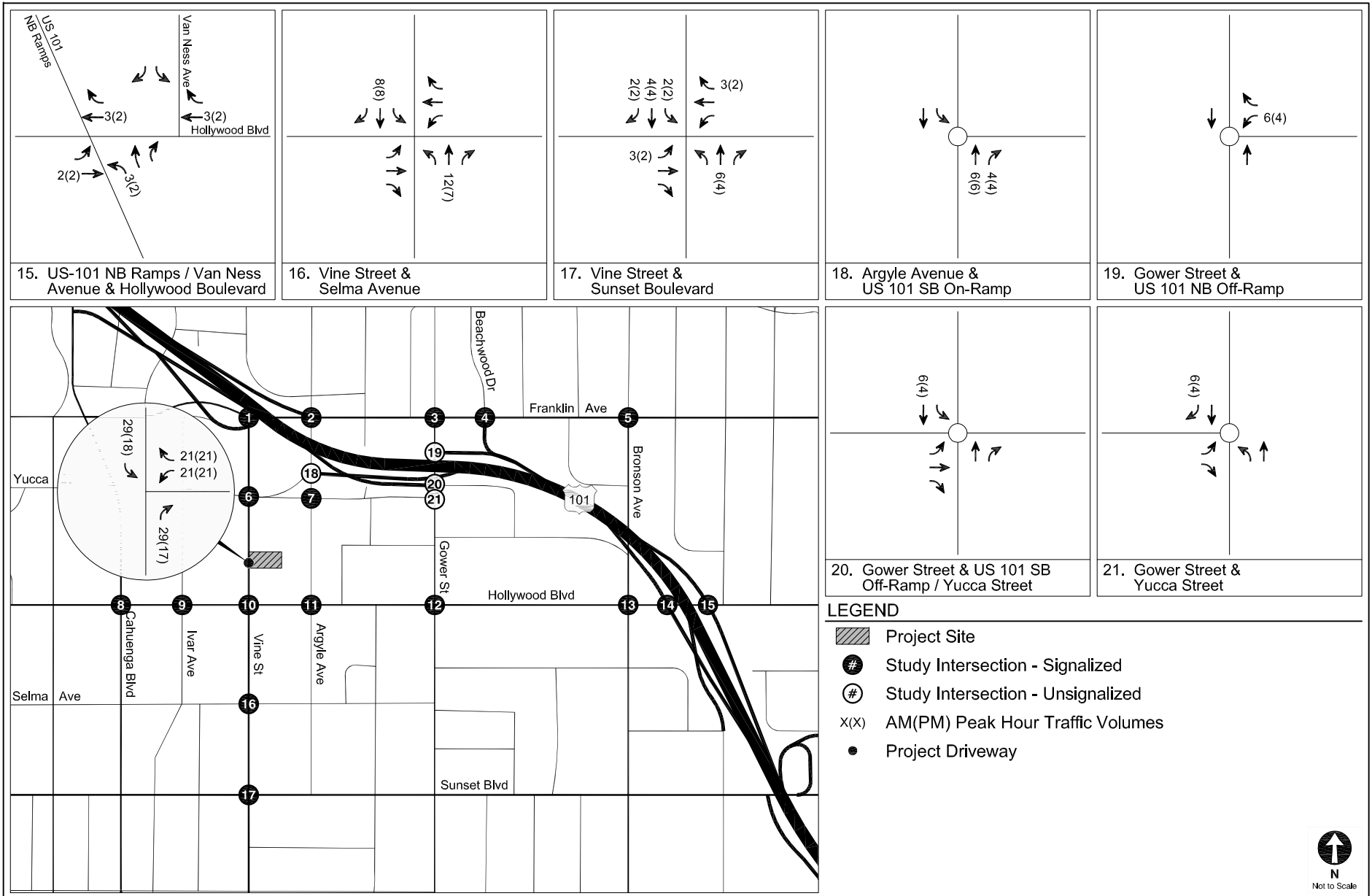
FIGURE  
4





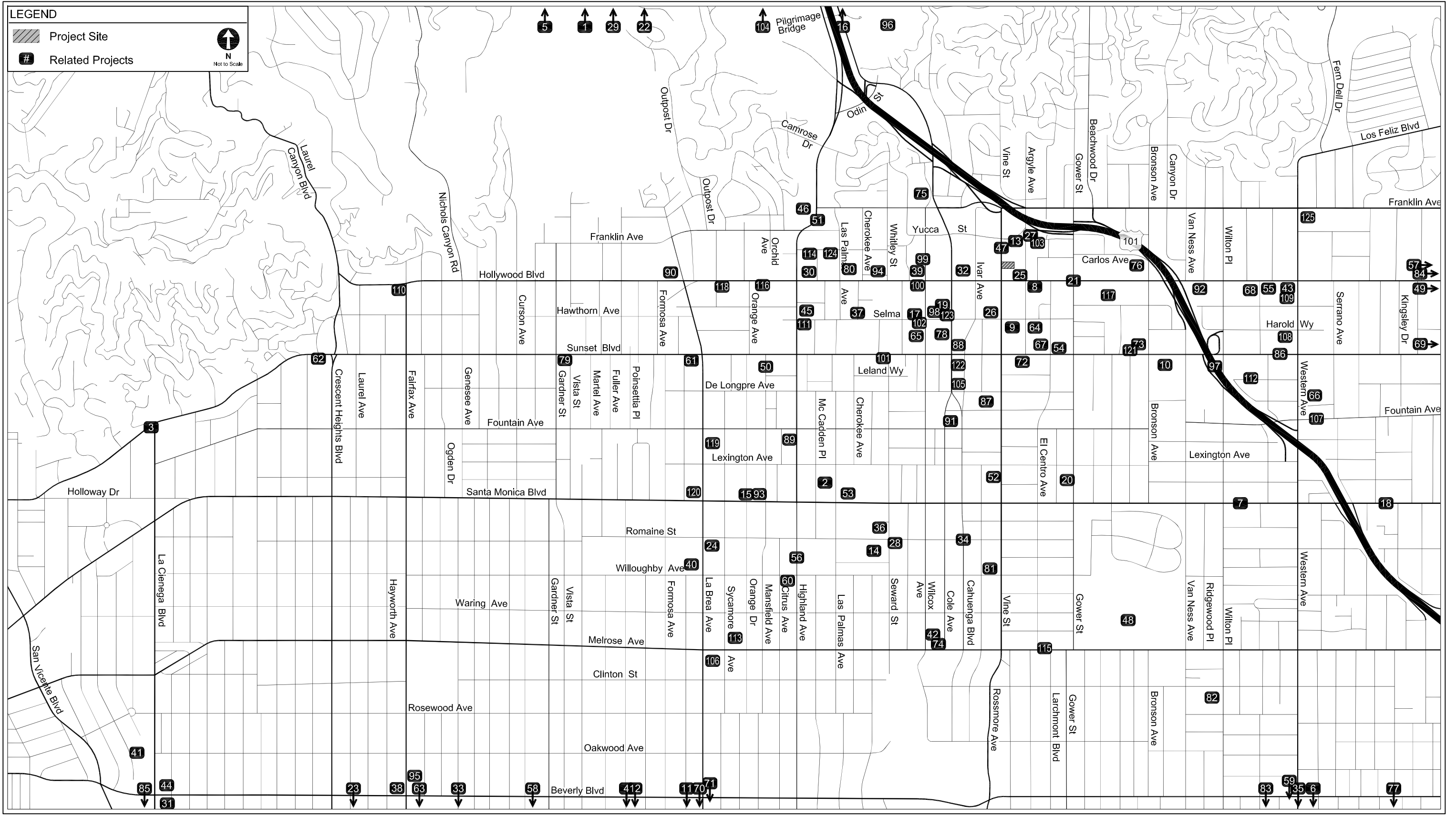
PROJECT-ONLY  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
4 (CONT.)



PROJECT-ONLY  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
4 (CONT.)



LOCATIONS OF RELATED PROJECTS

FIGURE 5

**TABLE 1  
STUDY INTERSECTIONS**

| No.                                      | Intersection  | Jurisdiction                   |
|--|---|--------------------------------|
| <b><i>Signalized Intersections</i></b>   |   |                                |
| 1.                                       | Vine Street & Franklin Avenue / US 101 Southbound Off-Ramp      | City of Los Angeles / Caltrans |
| 2.                                       | Argyle Avenue & Franklin Avenue / US 101 Northbound On-Ramp     | City of Los Angeles / Caltrans |
| 3.                                       | Gower Street & Franklin Avenue                                  | City of Los Angeles            |
| 4.                                       | Beachwood Drive / US 101 Northbound Off-Ramp & Franklin Avenue  | City of Los Angeles / Caltrans |
| 5.                                       | Bronson Avenue & Franklin Avenue                                | City of Los Angeles            |
| 6.                                       | Vine Street & Yucca Street                                      | City of Los Angeles            |
| 7.                                       | Argyle Avenue & Yucca Street                                    | City of Los Angeles            |
| 8.                                       | Cahuenga Boulevard & Hollywood Boulevard                        | City of Los Angeles            |
| 9.                                       | Ivar Avenue & Hollywood Boulevard                               | City of Los Angeles            |
| 10.                                      | Vine Street & Hollywood Boulevard                               | City of Los Angeles            |
| 11.                                      | Argyle Avenue & Hollywood Boulevard                             | City of Los Angeles            |
| 12.                                      | Gower Street & Hollywood Boulevard                              | City of Los Angeles            |
| 13.                                      | Bronson Avenue & Hollywood Boulevard                            | City of Los Angeles            |
| 14.                                      | US 101 Southbound Ramps & Hollywood Boulevard                   | City of Los Angeles / Caltrans |
| 15.                                      | US 101 Northbound Ramps / Van Ness Avenue & Hollywood Boulevard | City of Los Angeles / Caltrans |
| 16.                                      | Vine Street & Selma Avenue                                      | City of Los Angeles            |
| 17.                                      | Vine Street & Sunset Boulevard                                  | City of Los Angeles            |
| <b><i>Unsignalized Intersections</i></b> |   |                                |
| 18.                                      | Argyle Avenue & US 101 Southbound On-Ramp                       | City of Los Angeles / Caltrans |
| 19.                                      | Gower Street & US 101 Northbound Off-Ramp                       | City of Los Angeles / Caltrans |
| 20.                                      | Gower Street & US 101 Southbound Off-Ramp                       | City of Los Angeles / Caltrans |
| 21.                                      | Gower Street & Yucca Street                                     | City of Los Angeles            |

**TABLE 2  
TRIP GENERATION ESTIMATES**

| Land Use                                    | Size         | Daily        | AM Peak Hour |           |            | PM Peak Hour |           |            |           |
|---|--------------|--------------|--------------|-----------|------------|--------------|-----------|------------|-----------|
|   |              |              | In           | Out       | Total      | In           | Out       | Total      |           |
| <b><u>Trip Generation Rates</u></b> [a]     |              |              |              |           |            |              |           |            |           |
| Hotel (ITE 310)                             | per room     | 8.17         | 59%          | 41%       | 0.53       | 51%          | 49%       | 0.60       |           |
| Quality Restaurant (ITE 931)                | per 1,000 sf | 89.95        | N/A          | N/A       | 0.81       | 67%          | 33%       | 7.49       |           |
| High-Turnover Restaurant (ITE 932)          | per 1,000 sf | 127.15       | 55%          | 45%       | 10.81      | 60%          | 40%       | 9.85       |           |
| <b><u>Proposed Project</u></b>              |              |              |              |           |            |              |           |            |           |
| Hotel                                       | 216 rooms    | 1,765        | 67           | 47        | 114        | 66           | 64        | 130        |           |
| <i>Less 25% Transit/Walk Adjustment</i> [b] |              | (441)        | (17)         | (12)      | (29)       | (17)         | (16)      | (33)       |           |
| Restaurant [c]                              | 4,354 sf     | 554          | 26           | 21        | 47         | 26           | 17        | 43         |           |
| <i>Less 50% Internal Capture</i> [d]        |              | (277)        | (13)         | (11)      | (24)       | (13)         | (9)       | (22)       |           |
| <i>Less 25% Transit/Walk Adjustment</i> [b] |              | (69)         | (3)          | (3)       | (6)        | (3)          | (2)       | (5)        |           |
| <b>Total - Proposed Project</b>             |              | <b>1,532</b> | <b>60</b>    | <b>42</b> | <b>102</b> | <b>59</b>    | <b>54</b> | <b>113</b> |           |
| <b><u>Existing Use to be Removed</u></b>    |              |              |              |           |            |              |           |            |           |
| Restaurant [e]                              | 6,393 sf     | 575          | 3            | 2         | 5          | 32           | 16        | 48         |           |
| <i>Less 25% Transit/Walk Adjustment</i> [b] |              | (144)        | (1)          | (1)       | (2)        | (8)          | (4)       | (12)       |           |
| <b>Total - Existing Use to be Removed</b>   |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |           |
| <b>Total - Net New Project Trips</b>        |              |              | <b>1,101</b> | <b>58</b> | <b>41</b>  | <b>99</b>    | <b>35</b> | <b>42</b>  | <b>77</b> |

Notes

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant and lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.

**TABLE 3  
RELATED PROJECTS**

| No. | Project                                | Address                  | Use  | Trip Generation [a] |              |          |       |              |          |       |
|-----|--|--------------------------|--|---------------------|--------------|----------|-------|--------------|----------|-------|
|     |  |                          |  | Daily               | AM Peak Hour |          |       | PM Peak Hour |          |       |
|     |  |                          |  |                     | Inbound      | Outbound | Total | Inbound      | Outbound | Total |
| 1.  | Mixed-Use                              | 3400 N Cahuenga Blvd     | 53 apartment units, 5,000 sf retail, 11,385 sf office, and 40,300 sf health club   | 1,518               | 115          | 110      | 225   | 121          | 67       | 188   |
| 2.  | McCadden Campus                        | 1118 N McCadden Place    | 100 senior housing units, 92 youth housing units, 17,040 sf office and 29,650 sf youth/senior center                       | 1,346               | 49           | 31       | 80    | 53           | 56       | 109   |
| 3.  | Sunset Millennium                      | 8500 W Sunset Blvd       | 371 hotel rooms, 34,000 sf restaurant/retail, 7,000 sf theater, 2,500 sf dining  | 5,412               | 205          | 149      | 354   | 213          | 221      | 434   |
| 4.  | Desmond's Tower                        | 5500 W Wilshire Blvd     | 175 apartment units  | 820                 | 13           | 51       | 64    | 51           | 28       | 79    |
| 5.  | Condominium                            | 3450 N Cahuenga Blvd     | 68 condominium units and 59,000 sf retail  | 3,010               | 15           | 72       | 87    | 131          | 64       | 195   |
| 6.  | Gaju Market (New California Market)    | 450 S Western Ave        | 130,500 sf retail  | 3,019               | 47           | 29       | 76    | 138          | 138      | 276   |
| 7.  | Paseo Plaza Mixed-Use                  | 5651 W Santa Monica Blvd | 437 apartment units and 378,000 sf retail  | 6,831               | 50           | 200      | 250   | 419          | 225      | 644   |
| 8.  | BLVD 6200 Mixed-Use                    | 6200 W Hollywood Blvd    | 952 apartment units and 190,000 sf retail (Phase 1 Complete)   | 2,816               | 41           | 103      | 143   | 133          | 109      | 242   |
| 9.  | Sunset & Vine Mixed-Use                | 1538 N Vine Street       | 306 apartment units and 68,000 sf retail   | 3,049               | 27           | 109      | 136   | 191          | 103      | 294   |
| 10. | Sunset Bronson Studios                 | 5800 W Sunset Blvd       | 404,799 sf office  | 2,690               | 356          | 48       | 404   | 64           | 314      | 378   |
| 11. | La Brea                                | 101 S La Brea Ave        | 180 condominium units, 26,400 sf retail, and 3,000 sf other  | 1,503               | 11           | 52       | 63    | 62           | 30       | 92    |
| 12. | Third Street Mixed-Use Project         | 5863 W 3rd St            | 60 apartment units and 5,350 retail  | 1,248               | 29           | 140      | 169   | 85           | 42       | 127   |
| 13. | Yucca Street Condos                    | 6230 W Yucca Street      | 85 condominium units and 13,890 sf commercial  | 364                 | 4            | 21       | 25    | 21           | 11       | 32    |
| 14. | Office                                 | 959 N Seward Street      | 240,000 sf office  | 2,356               | 299          | 41       | 340   | 53           | 260      | 313   |
| 15. | Archstone Hollywood Mixed-Use Project  | 6911 W Santa Monica Blvd | 374 condominium units and 15,000 sf retail   | 2,279               | 18           | 90       | 108   | 125          | 61       | 186   |
| 16. | Residential Project (Apartments)       | 3716 N Barham Blvd       | 364 Apartment Units  | 1,290               | 0            | 0        | 92    | 0            | 0        | 120   |
| 17. | 6516 - 6525 Selma Hotel                | 6516 W Selma Ave         | 200 hotel rooms  | 1,634               | 63           | 43       | 106   | 54           | 66       | 120   |
| 18. | Mixed-Use                              | 5245 W Santa Monica Blvd | 68 apartment units and 51,674 sf retail  | 2,526               | 13           | 53       | 66    | 137          | 74       | 211   |
| 19. | Selma Hotel                            | 6417 W Selma Ave         | 180 room hotel and 12,840 sf restaurant  | 1,849               | 6            | 4        | 10    | 61           | 59       | 120   |
| 20. | Hollywood Production Center            | 1149 N Gower Street      | 57 residential units   | 704                 | 5            | 22       | 27    | 22           | 12       | 34    |
| 21. | Hanover Gower Mixed-Use                | 6100 W Hollywood Blvd    | 151 apartment units and 6,200 sf retail  | 1,397               | 21           | 72       | 93    | 76           | 45       | 121   |
| 22. | Gas Station & Convenience Store        | 3704 N Cahuenga Blvd     | Adding 1,700 sf to existing "gas station w/ conv. Store"   | 1,157               | 48           | 45       | 93    | 58           | 58       | 116   |
| 23. | Wilshire & Crescent Heights Mixed-Use  | 6245 W Wilshire Blvd     | 4200 sf bank, 133 apts, 4 condos & 1570 sf coffee shop   | 1,214               | 29           | 74       | 103   | 32           | 2        | 34    |
| 24. | Mixed-Use Office/Retail                | 936 N La Brea Ave        | 88,750 sf office and 12,000 sf retail  | 911                 | 24           | 5        | 29    | 14           | 37       | 38    |
| 25. | Pantages Theater Office                | 6225 W Hollywood Blvd    | 214,000 sf office  | 1,918               | 243          | 33       | 276   | 43           | 411      | 254   |
| 26. | Selma & Vine Office Project            | 1601 N Vine Street       | 121,609 sf office and 2,613 sf commercial  | 1,239               | 155          | 27       | 182   | 39           | 145      | 184   |
| 27. | Argyle Hotel Project                   | 1800 N Argyle Ave        | 225 room hotel   | 1,360               | 22           | 37       | 59    | 60           | 18       | 78    |
| 28. | Seward Street Office Project           | 956 N Seward Street      | 130,000 sf office  | 1,240               | 165          | 21       | 186   | 29           | 151      | 180   |
| 29. | NBC Universal Evolution Plan           | 100 Universal City Plaza | Theme park, production studio, and entertainment district master plan  | 19,139              | 1,271        | 489      | 1,760 | 307          | 1,391    | 1,698 |
| 30. | Restaurant                             | 6757 W Hollywood Blvd    | 17,717 sf restaurant   | 1,220               | 5            | 5        | 10    | 35           | 17       | 52    |
| 31. | The Beverly Connection                 | 100 N La Cienega Blvd    | Conversion & Renovation of existing shopping ctr   | 1,663               | (11)         | 15       | 4     | 88           | 77       | 166   |
| 32. | Hotel & Restaurant Project             | 6381 W Hollywood Blvd    | 80 hotel rooms and 15,290 sf restaurant  | 1,020               | (19)         | 11       | (8)   | 62           | 4        | 66    |
| 33. | Residential                            | 6298 W 3rd St            | 300 condominium units  | (248)               | 17           | 85       | 102   | (17)         | (8)      | (25)  |
| 34. | Television Center (TVC Expansion)      | 6300 W Romaine St        | 114,725 office, 40,927 gym and 38,072 dance studio   | 1,596               | 199          | 27       | 226   | 20           | 17       | 37    |
| 35. | Western Galleria Market                | 100 N Western Ave        | 98 apartment units and 30,000 sf retail  | 940                 | 17           | 40       | 57    | 54           | 38       | 92    |
| 36. | Hollywood Center Studios Office        | 6601 W Romaine St        | 104,155 sf office and 1,970 sf storage   | 808                 | 88           | 4        | 92    | 12           | 39       | 51    |
| 37. | Selma Community Housing                | 1603 N Cherokee Ave      | 66 affordable apartment units  | 439                 | 7            | 27       | 34    | 26           | 15       | 41    |
| 38. | Beverly & Fairfax Mixed-Use            | 7901 W Beverly Blvd      | 71 apartment units and 11,454 sf retail  | 493                 | 7            | 29       | 36    | 30           | 16       | 46    |
| 39. | Hudson Building                        | 6523 W Hollywood Blvd    | 15,000 sf restaurant   | 547                 | (16)         | (11)     | (27)  | 32           | 4        | 36    |
| 40. | La Brea Gateway                        | 915 N La Brea Ave        | 33,500 sf supermarket and 179 apartment units  | 2,615               | 5            | 86       | 91    | 158          | 90       | 248   |
| 41. | 375 Luxe                               | 375 N La Cienega Blvd    | 125 apts & 7900 sf retail  | 168                 | 8            | 47       | 55    | 34           | 11       | 45    |
| 42. | Residential                            | 712 N Wilcox Ave         | 100 apartment units  | 550                 | 8            | 34       | 42    | 33           | 18       | 51    |
| 43. | Restaurant & Deli                      | 5500 W Hollywood Blvd    | 4,648 sf restaurant and 1,000 sf deli  | 441                 | 6            | 6        | 12    | 22           | 15       | 37    |
| 44. | Mixed-Use                              | 316 N La Cienega Blvd    | 45 apts, 800 sf café, 3680 sf retail   | 602                 | 41           | 53       | 94    | 31           | 22       | 53    |
| 45. | Mixed-Use                              | 1610 N Highland Ave      | 248 apartment units and 14,710 sf retail   | 1,805               | 22           | 90       | 112   | 96           | 54       | 150   |
| 46. | Highland Avenue Indigo Hotel Project   | 1841 N Highland Ave      | 100 business hotel rooms   | 694                 | 29           | 19       | 48    | 26           | 24       | 50    |
| 47. | Millennium Hollywood Mixed-Use Project | 1740 N Vine St           | 461 apartment units, 254 hotel rooms, 80,000 sf health club, 264,303 sf office, 100,000 sf retail and 25,000 sf restaurant | 9,922               | 321          | 253      | 574   | 486          | 438      | 924   |
| 48. | Paramount Studios                      | 5555 W Melrose Ave       | 21,000 sf sound stage, 1,900 sf stage support, 635,500 sf production office, 638,100 sf office, and 64,200 sf retail       | 9,830               | 712          | 213      | 925   | 297          | 736      | 1,033 |
| 49. | 4900 Hollywood Mixed-Use               | 4900 W Hollywood Blvd    | 200 apartment units and 25,000 sf retail   | 1,585               | 24           | 75       | 99    | 89           | 56       | 145   |
| 50. | Apartments                             | 1411 N Highland Ave      | 90 apartment units   | 823                 | 23           | 43       | 66    | 45           | 26       | 71    |

**Notes**

[a] Related projects located in the City of Los Angeles were provided by the Los Angeles Department of Transportation in June 2016.

TABLE 3 (CONTINUED)  
RELATED PROJECTS

| No.  | Project  | Address                      | Use  | Trip Generation [a] |              |          |       |              |          |       |
|------|--|------------------------------|--|---------------------|--------------|----------|-------|--------------|----------|-------|
|      |  |                              |  | Daily               | AM Peak Hour |          |       | PM Peak Hour |          |       |
|      |  |                              |  |                     | Inbound      | Outbound | Total | Inbound      | Outbound | Total |
| 51.  | Apartment Project                              | 1824 N Highland Ave          | 118 apartment units  | 667                 | 10           | 41       | 51    | 40           | 22       | 62    |
| 52.  | Hotel  | 1133 N Vine St               | 112 hotel rooms  | 457                 | 19           | 13       | 32    | 18           | 15       | 33    |
| 53.  | The Lexington Mixed-Use                        | 6677 W Santa Monica Blvd     | 786 apartment units, 9,422 sf restaurant, and 12, 719 sf retail  | 1,938               | 127          | 182      | 309   | 170          | 122      | 292   |
| 54.  | Columbia Square Mixed-Use                      | 6121 W Sunset Blvd           | 200 apartment units, 422,500 sf office, 25,500 sf restaurant, 16,500 sf retail, and 15,000 sf health club                    | 6,327               | 477          | 211      | 688   | 254          | 428      | 682   |
| 55.  | Mixed-Use (High Line West)                     | 5550 W Hollywood Blvd        | 278 apartment units and 12,500 sf retail   | 1,267               | (3)          | 43       | 40    | 47           | 17       | 64    |
| 56.  | Tutoring Center                                | 927 N Highland Ave           | 100 school students and 18 tutoring employees  | 155                 | 4            | (1)      | 3     | 23           | 17       | 40    |
| 57.  | Kaiser Permanente Medical Office               | 4905 W Hollywood Blvd        | 43,000 sf office   | 1,285               | 68           | 18       | 86    | 35           | 92       | 127   |
| 58.  | Office - Museum Square                         | 5757 W Wilshire Bl           | 265,000 sf office  | 1,798               | 251          | 34       | 285   | 47           | 228      | 275   |
| 59.  | Restaurants                                    | 135 N Western Ave            | 11904 sf restaurant  | 330                 | 21           | 20       | 41    | 9            | 9        | 18    |
| 60.  | Starbucks w/ Drive-Thru                        | 859 N Highland Ave           | 806 sf coffee shop   | 330                 | 21           | 20       | 41    | 9            | 9        | 18    |
| 61.  | Mixed-Use                                      | 7120 W Sunset Blvd           | 44 apartment units and 2,900 sf commercial   | 397                 | 0            | 14       | 14    | 25           | 4        | 29    |
| 62.  | Sunset Crescent Heights                        | 8150 Sunset Blvd             | 249 apartment units, 51,150 sf retail, 24,811 sf supermarket, 5,094 sf bank, 22,189 sf restaurant, and 8,095 sf dance studio | 1,077               | (92)         | 10       | (82)  | 158          | 58       | 216   |
| 63.  | Academy Museum of Motion Pictures              | 6067 W Wilshire Blvd         | Museum 5000 visitors, 135 employees, 5 ksf store, 4 KSF restaurant   | 2,693               | 0            | 0        | 0     | 56           | 261      | 317   |
| 64.  | Ametron  | 1546 N Argyle Ave            | 169,463 sf office and 24,200 sf retail   | 532                 | 163          | 12       | 175   | 10           | 130      | 140   |
| 65.  | Sunset + Wilcox                                | 1541 N Wilcox Ave            | 225 hotel rooms and 13,004 sf restaurant   | 3,359               | 103          | 80       | 183   | 147          | 114      | 261   |
| 66.  | Mixed-Use                                      | 1350 N Western Ave           | 52 apartment units and 4,200 sf retail   | 243                 | (36)         | 39       | 3     | 29           | (45)     | (16)  |
| 67.  | Palladium Residences                           | 6201 W Sunset Blvd           | 731 apartment units, 5,000 sf restaurant, 21,000 sf retail, and 2,000 sf coffee shop   | 4,913               | 128          | 228      | 356   | 234          | 169      | 403   |
| 68.  | Hollywood Hotel                                | 5600 W Hollywood Blvd        | 80 hotel rooms   | 604                 | 22           | 16       | 38    | 22           | 22       | 44    |
| 69.  | City Lights Mixed-Use                          | 1515 N Hillhurst Ave         | 202 Apts, 5.35 KSF Retail, 5.05 KSF Restaurant, 3.025 KSF Coffee/Donut   | 1,664               | 43           | 92       | 134   | 111          | 73       | 183   |
| 70.  | 925 La Brea Avenue                             | 925 S La Brea Ave            | 17,000 sf retail and 53,000 sf office  | 810                 | 66           | 11       | 77    | 24           | 71       | 95    |
| 71.  | 904 La Brea Avenue                             | 904 S La Brea Ave            | 169 apartment units and 40,000 sf retail   | 2,072               | 25           | 68       | 93    | 106          | 80       | 186   |
| 72.  | 6250 Sunset (Nickelodeon)                      | 6250 W Sunset Boulevard      | 200 apartment units, 13,510 sf office, 13,471 sf other, and 4,700 sf retail  | 1,473               | 52           | 80       | 132   | 71           | 50       | 121   |
| 73.  | Mixed-Use                                      | 5901 Sunset Blvd             | 274,000 sf office and 26,000 sf supermarket  | 3,835               | 350          | 61       | 411   | 122          | 338      | 460   |
| 74.  | 2014 Residential                               | 707 N Cole Ave               | 84 apartment units   | 236                 | 2            | 15       | 18    | 13           | 6        | 19    |
| 75.  | Hotel  | 1921 Wilcox Ave              | 159 hotel rooms and 3,050 sf restaurant  | 1,687               | 68           | 49       | 117   | 66           | 59       | 125   |
| 76.  | 1717 Bronson Avenue                            | 1717 N Bronson Ave           | 93 apartment units   | 436                 | 6            | 27       | 33    | 26           | 14       | 40    |
| 77.  | Hotel & Retail                                 | 4110 W 3rd Street            | 173 room hotel & 2780 sf retail  | 1,185               | 45           | 35       | 80    | 46           | 40       | 86    |
| 78.  | Cahuenga Boulevard Hotel                       | 1525 N Cahuenga Blvd         | 64 hotel rooms, 1,500 sf commercial, and 3,550 sf restaurant   | 469                 | 13           | 9        | 22    | 17           | 17       | 34    |
| 79.  | Sunset Mixed-Use                               | 7510 W Sunset Blvd           | 236 apartment units and 30,000 sf retail   | 4,288               | 21           | 84       | 105   | 81           | 43       | 124   |
| 80.  | Las Palmas Residential (Hollywood Cherokee)    | 1718 N Las Palmas Ave        | 29 condominium units, 195 apartment units, and 985 sf retail   | 1,333               | 21           | 84       | 105   | 81           | 43       | 124   |
| 81.  | Mixed-Use                                      | 901 N Vine Street            | 85 apartment units, 4,000 sf retail, and 4,000 sf restaurant   | (32)                | 4            | 26       | 30    | (5)          | 1        | (4)   |
| 82.  | Apartments                                     | 525 N Wilton Place           | 88 apartment units   | 449                 | 6            | 28       | 34    | 27           | 14       | 41    |
| 83.  | Apartments                                     | 3875 W Wilshire Blvd         | 220 apartment units  | 1,238               | 19           | 77       | 96    | 77           | 42       | 119   |
| 84.  | Hardware Store                                 | 4905 W Hollywood Blvd        | 36,600 sf retail   | 1,404               | 13           | 12       | 25    | 64           | 68       | 132   |
| 85.  | Caruso Affiliated                              | 333 S La Cienega Blvd        | 162 apts, 27 ksf supermarket, 3560 sf restaurant   | 2,020               | 35           | 71       | 106   | 114          | 77       | 191   |
| 86.  | Target Retail Shopping Center Project          | 5520 W Sunset Blvd           | 163,862 sf discount store and 30,887 shopping center   | 4,903               | 52           | 21       | 73    | 211          | 211      | 422   |
| 87.  | Academy Square                                 | 1341 Vine St                 | 233,685 sf office, 250 apartment units, 33,000 sf retail, and 7,000 sf restaurant  | 4,903               | 52           | 21       | 73    | 211          | 211      | 422   |
| 88.  | Hotel  | 6409 W Sunset Blvd           | 221 hotel rooms and 1,893 sf retail  | 851                 | 32           | 13       | 45    | 36           | 43       | 79    |
| 89.  | Mixed-Use                                      | 1233 N Highland Ave          | 72 apartment units   | 714                 | 11           | 27       | 38    | 38           | 28       | 66    |
| 90.  | Mixed-Use                                      | 7107 Hollywood Blvd          | 410 apartment units, 5,000 sf restaurant, and 5,000 sf retail  | 2,637               | 49           | 157      | 206   | 167          | 86       | 253   |
| 91.  | Mixed-Use                                      | 1310 N Cole Ave              | 375 apartment units and 2,800 office   | 2,226               | 20           | 139      | 159   | 139          | 58       | 197   |
| 92.  | 5750 Hollywood                                 | 5750 Hollywood Blvd          | 162 apartment units and 5,000 sf commercial  | 1,060               | 16           | 61       | 77    | 62           | 36       | 98    |
| 93.  | Mixed-Use at 6901 Santa Monica Bl              | 6901 Santa Monica Blvd       | Mixed-use Project  | 1,010               | 0            | 78       | 78    | 66           | 18       | 84    |
| 94.  | Hyatt House Hotel & Retail                     | 6611 W Hollywood Blvd        | 167 hotel rooms, 10,500 sf retail, and 5,400 sf restaurant   | 529                 | 26           | 21       | 47    | 14           | 34       | 48    |
| 95.  | Jewish Family Service                          | 320 N Fairfax Ave            | 28341 sf office  | 276                 | 28           | 9        | 37    | 4            | 21       | 25    |
| 96.  | John Anson Ford Theater                        | 2580 Cahuenga Boulevard East | 311 net new theater seats, 5,400 sf restaurant, and 30 office employees  | 610                 | 34           | 1        | 35    | 18           | 43       | 61    |
| 97.  | Hollywood Central Park                         | Hollywood Freeway (US 101)   | 38 acre park, amphitheater, and neighborhood uses  | 2,298               | 104          | 69       | 173   | 115          | 89       | 204   |
| 98.  | TAO Restaurant                                 | 6421 W Selma Ave             | Replace auto body shop with 17,607 sf quality restaurant   | 1,688               | 8            | 7        | 15    | 94           | 46       | 140   |
| 99.  | Wilcox Hotel                                   | 1717 Wilcox Ave              | 140 hotel rooms and 10,000 sf restaurant   | 1,750               | 77           | 55       | 132   | 73           | 59       | 132   |
| 100. | Restaurant & Multi-Purpose Entertainment Venue | 6506 W Hollywood Boulevard   | 13,000 sf bar and restaurant   | 1,179               | 0            | 0        | 0     | 78           | 40       | 118   |

Notes

[a] Related projects located in the City of Los Angeles were provided by the Los Angeles Department of Transportation in June 2016.

TABLE 3 (CONTINUED)  
RELATED PROJECTS

| No.  | Project                         | Address                       | Use   | Trip Generation [a] |              |          |       |              |          |       |
|------|---------------------------------|-------------------------------|---|---------------------|--------------|----------|-------|--------------|----------|-------|
|      |                                 |                               |   | Daily               | AM Peak Hour |          |       | PM Peak Hour |          |       |
|      |                                 |                               |   |                     | Inbound      | Outbound | Total | Inbound      | Outbound | Total |
| 101. | Hotel                           | 6600 W Sunset Boulevard       | 50 hotel rooms  | 409                 | 17           | 11       | 28    | 15           | 15       | 30    |
| 102. | Hotel                           | 6500 Selma Avenue             | 70 hotel rooms and 4,320 sf restaurant  | 1,121               | 48           | 36       | 84    | 47           | 38       | 85    |
| 103. | Mixed-Use                       | 6220 W Yucca St               | 260 hotel rooms, 191 apartment units, 6,980 sf restaurant                                       | 3,182               | 114          | 119      | 233   | 144          | 105      | 249   |
| 104. | Apartments                      | 2864 N Cahuenga Blvd          | 300 apartments  | 1,895               | 30           | 115      | 145   | 114          | 62       | 176   |
| 105. | Tommie Hotel                    | 1400 N Cahuenga Blvd          | 175 hotel rooms, 600 sf retail, 5,043 sf restaurant   | 118                 | 15           | 2        | 17    | 3            | 13       | 16    |
| 106. | Melrose Crossing Mixed-Use      | 7000 Melrose Avenue           | 40 apartment units and 7,565 sf retail  | 334                 | 4            | 17       | 21    | 20           | 12       | 32    |
| 107. | Apartments                      | 5460 W Fountain Ave           | 75 apartment units  | 499                 | 0            | 0        | 38    | 0            | 0        | 47    |
| 108. | SunWest Project Mixed-Use       | 5525 W Sunset Blvd            | 240 apartment units, 34,500 sf grocery store, 5,000 sf restaurant                               | 3,411               | 80           | 124      | 204   | 203          | 142      | 345   |
| 109. | Mixed-Use                       | 1657 N Western Avenue         | 91 apartment units, 39,350 sf retail, 25,900 sf office and 16 senior housing units              | 702                 | 10           | 29       | 39    | 37           | 25       | 62    |
| 110. | 7900 Hollywood Residential      | 7900 Hollywood Boulevard      | 50 apartment units  | 251                 | 3            | 16       | 19    | 14           | 8        | 22    |
| 111. | Hollywood Crossroads            | 1540-1552 Highland Ave        | 950 residential units, 308 hotel rooms, 95,000 sf office, and 185,000 sf commercial retail uses | 17,734              | 657          | 664      | 1,321 | 842          | 682      | 1,524 |
| 112. | Hollywood De Longpre Apartments | 5632 De Longpre Ave           | 185 apartment units   | 800                 | (31)         | 25       | (6)   | 50           | 19       | 69    |
| 113. | Mixed-Use                       | 6915 Melrose Avenue           | 13 condominium units and 7,500 sf retail  | 398                 | 2            | 12       | 14    | 96           | 54       | 35    |
| 114. | Apartments & Retail             | 6758 W Yucca Street           | 270 apartment units and 8,500 sf retail   | (138)               | (17)         | (68)     | (85)  | 9            | 5        | 14    |
| 115. | Condos & Retail                 | 5663 Melrose Avenue           | 96 condominium units and 3,350 sf retail  | 797                 | 8            | 37       | 45    | 96           | 54       | 63    |
| 116. | Retail & Office Building        | 6904 W Hollywood Boulevard    | 29,900 sf retail and 16,700 sf office   | 352                 | 17           | 11       | 28    | 18           | 24       | 42    |
| 117. | Residential Development         | 6001 W Carlton Way            | 42 condominium units  | 246                 | 3            | 15       | 18    | 96           | 54       | 22    |
| 118. | Apartments                      | 7046 W Hollywood Boulevard    | 42 apartment units  | 279                 | 4            | 17       | 21    | 17           | 9        | 26    |
| 119. | Mixed-Use                       | 1222 N La Brea Avenue         | 187 apartment units and 19,559 sf commercial retail uses  | 2,901               | 43           | 173      | 216   | 179          | 96       | 275   |
| 120. | Mixed-Use                       | 7113 W Santa Monica Boulevard | 184 apartment units and 13,350 sf commercial retail uses  | 2,368               | 33           | 131      | 164   | 144          | 78       | 222   |
| 121. | Sunset & Gordon Mixed-Use       | 5935 W Sunset Boulevard       | 311 condominium units, 40,000 sf office, 8,500 sf restaurant, and 5,000 sf retail               | 1,248               | 29           | 140      | 169   | 85           | 42       | 127   |
| 122. | 6400 Sunset Mixed-Use           | 6400 Sunset Boulevard         | 192 apartment units, 3,000 sf retail, 4,000 sf restaurant                                       | 143                 | 16           | 72       | 88    | 30           | (15)     | 15    |
| 123. | Restaurant Expansion            | 1615 N Cahuenga Boulevard     | 10,270 sf restaurant use  | 294                 | 2            | 1        | 3     | 17           | 7        | 24    |
| 124. | Apartments                      | 1749 Las Palmas Avenue        | 38 apartment units  | 147                 | 2            | 9        | 11    | 9            | 5        | 14    |
| 125. | Mixed-Use                       | 1868 N Western Avenue         | 104 apartment units, 13,500 sf retail   | 363                 | (5)          | 18       | 13    | 20           | 7        | 27    |

Notes

[a] Related projects located in the City of Los Angeles were provided by the Los Angeles Department of Transportation in June 2016.



**TABLE 4  
 FREEWAY SEGMENT SCREENING PROCESS  
 EXISTING OPERATING CONDITIONS (YEAR 2016)**

| Freeway Segment   | Direction | Number of Lanes [a] | Capacity [b] | Volume [c] | V/C Ratio | Project Traffic | Percent of Capacity | Meets Screening Criteria? [d] |
|---|-----------|---------------------|--------------|------------|-----------|-----------------|---------------------|-------------------------------|
| <b>AM Peak Hour</b>   |           |                     |              |            |           |                 |                     |                               |
| US 101 between Cahuenga Boulevard and Gower Street/Argyle Avenue  | NB        | 4                   | 8,000        | 5,808      | 0.73      | 6               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 10,338     | 1.29      | 9               | 0.1%                | NO                            |
| US 101 between Gower Street/Argyle Avenue and Hollywood Boulevard | NB        | 4                   | 8,000        | 5,416      | 0.68      | 6               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 9,642      | 1.21      | 4               | 0.1%                | NO                            |
| US 101 between Hollywood Boulevard and Sunset Boulevard           | NB        | 4                   | 8,000        | 5,064      | 0.63      | 9               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 9,222      | 1.15      | 6               | 0.1%                | NO                            |
| <b>PM Peak Hour</b>   |           |                     |              |            |           |                 |                     |                               |
| US 101 between Cahuenga Boulevard and Gower Street/Argyle Avenue  | NB        | 4                   | 8,000        | 4,815      | 0.60      | 6               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 10,228     | 1.28      | 5               | 0.1%                | NO                            |
| US 101 between Gower Street/Argyle Avenue and Hollywood Boulevard | NB        | 4                   | 8,000        | 4,491      | 0.56      | 4               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 9,539      | 1.19      | 4               | 0.1%                | NO                            |
| US 101 between Hollywood Boulevard and Sunset Boulevard           | NB        | 4                   | 8,000        | 4,227      | 0.53      | 5               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 9,170      | 1.15      | 6               | 0.1%                | NO                            |

**Notes**

[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.

[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

[c] An ambient growth rate of 1% per year was applied to the most recent traffic volume data from recent Caltrans published volume data from *2014 Traffic Volumes on California State Highways* (Caltrans, 2015) to reflect Existing year 2016 traffic conditions.

[d] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (Caltrans & LADOT, December 2015), further analysis of Caltrans facilities would be required if the freeway segment operates at LOS D and the project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity, or if the freeway segment operates at LOS E or F and the project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity. The Project would not result in a 1% or more increase to the freeway mainline capacity, thus, the screening criteria would not be met regardless of the freeway mainline LOS.

**TABLE 5  
 FREEWAY OFF-RAMP SCREENING PROCESS  
 EXISTING OPERATING CONDITIONS (YEAR 2016)**

| Freeway Off-ramp   | Peak Hour | Number of Lanes | Capacity [a] | Volume [b] | V/C Ratio | Project Traffic | Percent of Capacity | Meets Screening Criteria? [c] |
|--|-----------|-----------------|--------------|------------|-----------|-----------------|---------------------|-------------------------------|
| US 101 Southbound Off-ramp to Vine Street                    | AM        | 2               | 1,700        | 1,562      | 0.92      | 9               | 0.5%                | NO                            |
|  | PM        | 2               | 1,700        | 1,131      | 0.67      | 5               | 0.3%                | NO                            |
| US 101 Northbound Off-ramp to Gower Street / Beachwood Drive | AM        | 2               | 1,700        | 366        | 0.22      | 6               | 0.4%                | NO                            |
|  | PM        | 2               | 1,700        | 227        | 0.13      | 4               | 0.2%                | NO                            |
| US 101 Southbound Off-ramp to Gower Street                   | AM        | 1               | 850          | 785        | 0.92      | 0               | 0.0%                | NO                            |
|  | PM        | 1               | 850          | 559        | 0.66      | 0               | 0.0%                | NO                            |
| US 101 Northbound Off-ramp to Hollywood Boulevard            | AM        | 1               | 850          | 513        | 0.60      | 3               | 0.4%                | NO                            |
|  | PM        | 1               | 850          | 351        | 0.41      | 2               | 0.2%                | NO                            |
| US 101 Southbound Off-ramp to Hollywood Boulevard            | AM        | 1               | 850          | 645        | 0.76      | 0               | 0.0%                | NO                            |
|  | PM        | 1               | 850          | 587        | 0.69      | 0               | 0.0%                | NO                            |
| US 101 Northbound Off-ramp to Sunset Boulevard/Wilton Place  | AM        | 1               | 850          | 1,042      | 1.23      | 0               | 0.0%                | NO                            |
|  | PM        | 1               | 850          | 972        | 1.14      | 0               | 0.0%                | NO                            |
| US 101 Southbound Off-ramp to Sunset Boulevard               | AM        | 1               | 850          | 914        | 1.08      | 0               | 0.0%                | NO                            |
|  | PM        | 1               | 850          | 668        | 0.79      | 0               | 0.0%                | NO                            |

**Notes**

[a] Off-ramp lane capacity is 850 vehicles per hour per lane based on specifications in the screening criteria.

[b] An ambient growth rate of 1% per year was applied to the most recent traffic volume data from *2014 Traffic Volumes on California State Highways* (Caltrans, 2015) to reflect Existing year 2016 traffic conditions.

[c] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (Caltrans & LADOT, December 2015), further analysis of Caltrans facilities would be required if the freeway off-ramp operates at LOS D and the project's peak hour trips would result in a 2% or more increase to the freeway off-ramp capacity, or if the freeway off-ramp operates at LOS E or F and the project's peak hour trips would result in a 1% or more increase to the freeway off-ramp capacity. The Project would not result in a 1% or more increase to the freeway off-ramp capacity, thus, the screening criteria would not be met regardless of the freeway off-ramp LOS.

***Appendix B***

***Intersection Lane Configurations***

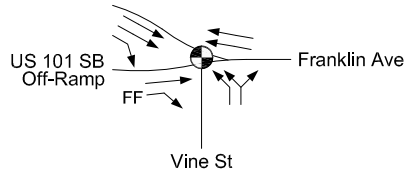
**LEGEND**

- Traffic Signal
- FF Free Flow

**EXISTING  
CONDITIONS**

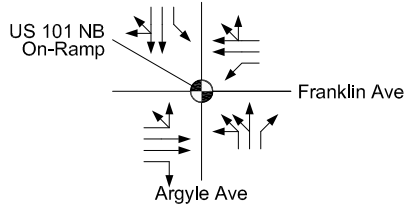
**FUTURE  
CONDITIONS**

1. Vine St & Franklin Ave / US-101 SB Off-ramp



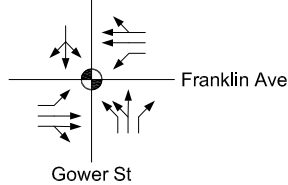
Same as Existing Conditions

2. Argyle Ave / US-101 NB On-ramp & Franklin Ave



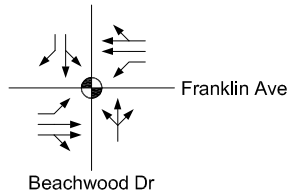
Same as Existing Conditions

3. Gower St & Franklin Ave



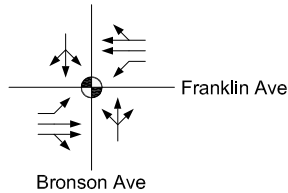
Same as Existing Conditions

4. Beachwood Dr & Franklin Ave



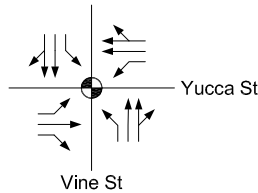
Same as Existing Conditions

5. Bronson Ave & Franklin Ave



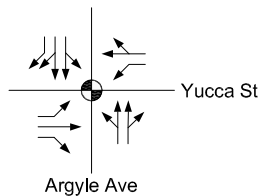
Same as Existing Conditions

6. Vine St & Yucca St



Same as Existing Conditions

7. Argyle Ave & Yucca St



Same as Existing Conditions



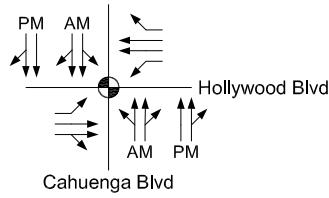
**LEGEND**

● Traffic Signal

**EXISTING CONDITIONS**

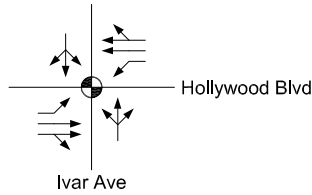
**FUTURE CONDITIONS**

8. Cahuenga Blvd & Hollywood Blvd



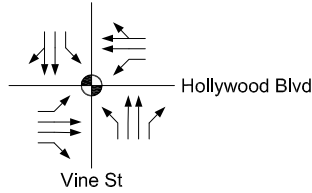
Same as Existing Conditions

9. Ivar Ave & Hollywood Blvd



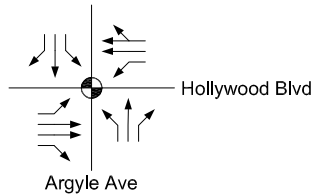
Same as Existing Conditions

10. Vine St & Hollywood Blvd



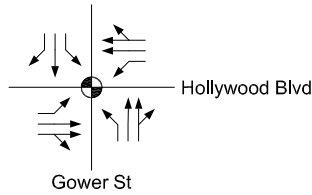
Same as Existing Conditions

11. Argyle Ave & Hollywood Blvd



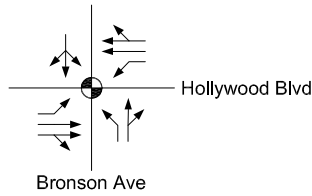
Same as Existing Conditions

12. Gower St & Hollywood Blvd

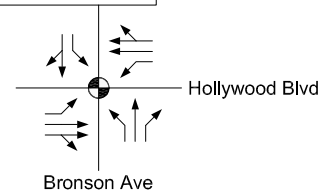


Same as Existing Conditions

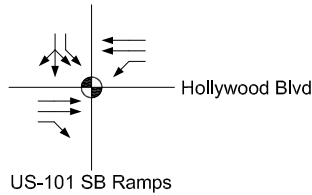
13. Bronson Ave & Hollywood Blvd



Future Roadway Improvement



14. US-101 SB Ramps & Hollywood Blvd



Same as Existing Conditions



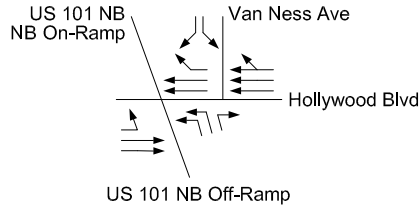
**LEGEND**

- Traffic Signal
- ⊙ Unsignalized
- ◫ Stop Sign

**EXISTING CONDITIONS**

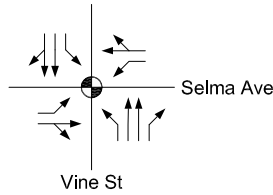
**FUTURE CONDITIONS**

15. US-101 NB Ramps /  
Van Ness Ave &  
Hollywood Blvd



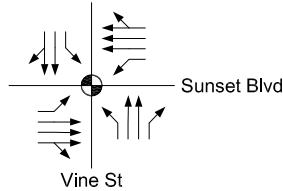
Same as  
Existing Conditions

16. Vine St &  
Selma Ave



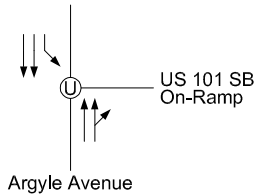
Same as  
Existing Conditions

17. Vine St &  
Sunset Blvd



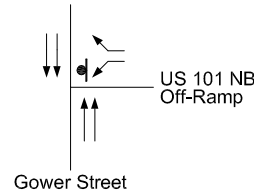
Same as  
Existing Conditions

18. Argyle Ave &  
US 101 SB On-Ramp



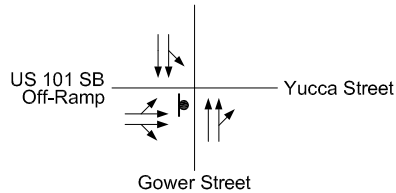
Same as  
Existing Conditions

19. Gower St &  
US 101 NB Off-Ramp



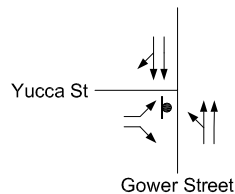
Same as  
Existing Conditions

20. Gower St &  
US 101 SB Off-Ramp /  
Yucca St



Same as  
Existing Conditions

21. Gower St &  
Yucca St



Same as  
Existing Conditions



***Appendix C***  
***Traffic Counts***

Location ID: 2  
 North/South: Vine St  
 East/West: Franklin Ave

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |   |   | Westbound |     |   | Northbound |   |    | Eastbound |     |    | Totals: |
|------------|------------|---|---|-----------|-----|---|------------|---|----|-----------|-----|----|---------|
|            | 1          | 2 | 3 | 4         | 5   | 6 | 7          | 8 | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T | L | R         | T   | L | R          | T | L  | R         | T   | L  |         |
| 07:00      | 0          | 0 | 0 | 0         | 138 | 0 | 50         | 0 | 11 | 7         | 48  | 0  | 254     |
| 07:15      | 0          | 0 | 0 | 0         | 179 | 0 | 48         | 0 | 18 | 7         | 67  | 0  | 319     |
| 07:30      | 0          | 0 | 0 | 0         | 230 | 0 | 70         | 0 | 21 | 8         | 80  | 0  | 409     |
| 07:45      | 0          | 0 | 0 | 0         | 223 | 0 | 55         | 0 | 29 | 12        | 90  | 0  | 409     |
| 08:00      | 0          | 0 | 0 | 0         | 223 | 0 | 59         | 0 | 31 | 9         | 91  | 0  | 413     |
| 08:15      | 0          | 0 | 0 | 0         | 220 | 0 | 63         | 0 | 24 | 6         | 72  | 0  | 385     |
| 08:30      | 0          | 0 | 0 | 0         | 252 | 0 | 59         | 0 | 22 | 11        | 87  | 0  | 431     |
| 08:45      | 0          | 0 | 0 | 0         | 176 | 0 | 59         | 0 | 46 | 13        | 96  | 0  | 390     |
| 09:00      | 0          | 0 | 0 | 0         | 228 | 0 | 50         | 0 | 22 | 8         | 99  | 0  | 407     |
| 09:15      | 0          | 0 | 0 | 0         | 212 | 0 | 63         | 0 | 35 | 10        | 84  | 0  | 404     |
| 09:30      | 0          | 0 | 0 | 0         | 231 | 0 | 68         | 0 | 24 | 12        | 104 | 0  | 439     |
| 09:45      | 0          | 0 | 0 | 0         | 209 | 0 | 56         | 0 | 30 | 13        | 91  | 0  | 399     |

|               |    |    |    |    |      |    |     |    |     |     |      |    |      |
|---------------|----|----|----|----|------|----|-----|----|-----|-----|------|----|------|
| Total Volume: | 0  | 0  | 0  | 0  | 2521 | 0  | 700 | 0  | 313 | 116 | 1009 | 0  | 4659 |
| Approach %    | 0% | 0% | 0% | 0% | 100% | 0% | 69% | 0% | 31% | 10% | 90%  | 0% |      |

|                |       |   |   |       |     |   |       |   |     |       |     |   |       |
|----------------|-------|---|---|-------|-----|---|-------|---|-----|-------|-----|---|-------|
| Peak Hr Begin: | 9:00  |   |   |       |     |   |       |   |     |       |     |   |       |
| PHV            | 0     | 0 | 0 | 0     | 880 | 0 | 237   | 0 | 111 | 43    | 378 | 0 | 1649  |
| PHF            | 0.000 |   |   | 0.873 |     |   | 0.829 |   |     | 0.966 |     |   | 0.956 |

|            | Southbound |   |   | Westbound |     |   | Northbound |   |     | Eastbound |     |    | Totals: |
|------------|------------|---|---|-----------|-----|---|------------|---|-----|-----------|-----|----|---------|
|            | 1          | 2 | 3 | 4         | 5   | 6 | 7          | 8 | 9   | 10        | 11  | 12 |         |
| Movements: | R          | T | L | R         | T   | L | R          | T | L   | R         | T   | L  |         |
| 15:00      | 0          | 0 | 0 | 0         | 152 | 0 | 81         | 0 | 58  | 8         | 137 | 0  | 436     |
| 15:15      | 0          | 0 | 0 | 0         | 144 | 0 | 100        | 0 | 61  | 9         | 127 | 0  | 441     |
| 15:30      | 0          | 0 | 0 | 0         | 142 | 0 | 95         | 0 | 71  | 9         | 144 | 0  | 461     |
| 15:45      | 0          | 0 | 0 | 0         | 129 | 0 | 89         | 0 | 83  | 14        | 124 | 0  | 439     |
| 16:00      | 0          | 0 | 0 | 0         | 164 | 0 | 86         | 0 | 79  | 16        | 148 | 0  | 493     |
| 16:15      | 0          | 0 | 0 | 0         | 140 | 0 | 109        | 0 | 116 | 9         | 125 | 0  | 499     |
| 16:30      | 0          | 0 | 0 | 0         | 169 | 0 | 81         | 0 | 80  | 11        | 133 | 0  | 474     |
| 16:45      | 0          | 0 | 0 | 0         | 148 | 1 | 88         | 0 | 90  | 11        | 138 | 0  | 476     |
| 17:00      | 0          | 0 | 0 | 0         | 142 | 0 | 86         | 0 | 103 | 16        | 125 | 0  | 472     |
| 17:15      | 0          | 0 | 0 | 0         | 143 | 0 | 84         | 0 | 125 | 16        | 128 | 0  | 496     |
| 17:30      | 0          | 0 | 0 | 0         | 149 | 0 | 95         | 0 | 139 | 14        | 127 | 0  | 524     |
| 17:45      | 0          | 0 | 0 | 0         | 165 | 0 | 70         | 0 | 87  | 14        | 103 | 0  | 439     |

|               |    |    |    |    |      |    |      |    |      |     |      |    |      |
|---------------|----|----|----|----|------|----|------|----|------|-----|------|----|------|
| Total Volume: | 0  | 0  | 0  | 0  | 1787 | 1  | 1064 | 0  | 1092 | 147 | 1559 | 0  | 5650 |
| Approach %    | 0% | 0% | 0% | 0% | 100% | 0% | 49%  | 0% | 51%  | 9%  | 91%  | 0% |      |

|                |       |   |   |       |     |   |       |   |     |       |     |   |       |
|----------------|-------|---|---|-------|-----|---|-------|---|-----|-------|-----|---|-------|
| Peak Hr Begin: | 16:45 |   |   |       |     |   |       |   |     |       |     |   |       |
| PHV            | 0     | 0 | 0 | 0     | 582 | 1 | 353   | 0 | 457 | 57    | 518 | 0 | 1968  |
| PHF            | 0.000 |   |   | 0.862 |     |   | 0.900 |   |     | 0.965 |     |   | 0.986 |



| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 0     | 0    | 0     | 0    |
| 07:15              | 0     | 0    | 0     | 2    |
| 07:30              | 0     | 0    | 0     | 0    |
| 07:45              | 0     | 0    | 0     | 0    |
| 08:00              | 0     | 0    | 0     | 2    |
| 08:15              | 0     | 0    | 0     | 2    |
| 08:30              | 0     | 0    | 0     | 2    |
| 08:45              | 0     | 0    | 1     | 6    |
| 09:00              | 0     | 0    | 1     | 3    |
| 09:15              | 0     | 0    | 1     | 1    |
| 09:30              | 0     | 0    | 0     | 0    |
| 09:45              | 0     | 0    | 2     | 2    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 2    | 0     | 1    |
| 07:15          | 0     | 0    | 0     | 0    |
| 07:30          | 0     | 1    | 0     | 0    |
| 07:45          | 0     | 0    | 0     | 0    |
| 08:00          | 0     | 2    | 0     | 1    |
| 08:15          | 0     | 0    | 0     | 0    |
| 08:30          | 0     | 0    | 0     | 0    |
| 08:45          | 0     | 0    | 0     | 1    |
| 09:00          | 0     | 0    | 0     | 0    |
| 09:15          | 0     | 2    | 0     | 2    |
| 09:30          | 0     | 0    | 1     | 0    |
| 09:45          | 0     | 2    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 0     | 0    | 3     | 2    |
| 16:15              | 0     | 0    | 1     | 1    |
| 16:30              | 0     | 0    | 1     | 2    |
| 16:45              | 0     | 0    | 1     | 1    |
| 17:00              | 0     | 0    | 2     | 2    |
| 17:15              | 0     | 0    | 2     | 2    |
| 17:30              | 0     | 0    | 1     | 7    |
| 17:45              | 0     | 0    | 1     | 3    |
| 18:00              | 0     | 0    | 0     | 4    |
| 18:15              | 0     | 0    | 0     | 8    |
| 18:30              | 0     | 0    | 1     | 2    |
| 18:45              | 0     | 0    | 5     | 2    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 0    | 0     | 1    |
| 16:15          | 0     | 0    | 0     | 2    |
| 16:30          | 0     | 0    | 0     | 0    |
| 16:45          | 0     | 0    | 0     | 1    |
| 17:00          | 0     | 0    | 0     | 0    |
| 17:15          | 0     | 0    | 0     | 0    |
| 17:30          | 0     | 1    | 1     | 1    |
| 17:45          | 0     | 2    | 2     | 2    |
| 18:00          | 0     | 2    | 0     | 1    |
| 18:15          | 0     | 5    | 3     | 0    |
| 18:30          | 0     | 2    | 0     | 0    |
| 18:45          | 0     | 0    | 0     | 0    |

Location ID: 2  
 North/South: Vine St  
 East/West: US-101 SB Off-ramp

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |   |   | Westbound |   |   | Northbound |   |   | Eastbound |    |    | Totals: |
|------------|------------|---|---|-----------|---|---|------------|---|---|-----------|----|----|---------|
|            | 1          | 2 | 3 | 4         | 5 | 6 | 7          | 8 | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T | L | R         | T | L | R          | T | L | R         | T  | L  |         |
| 07:00      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 291       | 58 | 0  | 349     |
| 07:15      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 309       | 58 | 0  | 367     |
| 07:30      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 354       | 29 | 0  | 383     |
| 07:45      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 353       | 32 | 0  | 385     |
| 08:00      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 353       | 27 | 0  | 380     |
| 08:15      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 374       | 22 | 0  | 396     |
| 08:30      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 328       | 40 | 0  | 368     |
| 08:45      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 347       | 33 | 0  | 380     |
| 09:00      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 371       | 32 | 0  | 403     |
| 09:15      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 349       | 29 | 0  | 378     |
| 09:30      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 342       | 43 | 0  | 385     |
| 09:45      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 329       | 36 | 0  | 365     |

|               |    |    |    |    |    |    |    |    |    |      |     |    |      |
|---------------|----|----|----|----|----|----|----|----|----|------|-----|----|------|
| Total Volume: | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 4100 | 439 | 0  | 4539 |
| Approach %    | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 90%  | 10% | 0% |      |

|                |       |   |   |       |   |   |       |   |   |       |     |   |       |
|----------------|-------|---|---|-------|---|---|-------|---|---|-------|-----|---|-------|
| Peak Hr Begin: | 8:15  |   |   |       |   |   |       |   |   |       |     |   |       |
| PHV            | 0     | 0 | 0 | 0     | 0 | 0 | 0     | 0 | 0 | 1420  | 127 | 0 | 1547  |
| PHF            | 0.000 |   |   | 0.000 |   |   | 0.000 |   |   | 0.960 |     |   | 0.960 |

|            | Southbound |   |   | Westbound |   |   | Northbound |   |   | Eastbound |    |    | Totals: |
|------------|------------|---|---|-----------|---|---|------------|---|---|-----------|----|----|---------|
|            | 1          | 2 | 3 | 4         | 5 | 6 | 7          | 8 | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T | L | R         | T | L | R          | T | L | R         | T  | L  |         |
| 15:00      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 154       | 43 | 0  | 197     |
| 15:15      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 179       | 44 | 0  | 223     |
| 15:30      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 164       | 60 | 0  | 224     |
| 15:45      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 164       | 59 | 0  | 223     |
| 16:00      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 160       | 59 | 0  | 219     |
| 16:15      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 179       | 47 | 0  | 226     |
| 16:30      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 170       | 55 | 0  | 225     |
| 16:45      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 153       | 67 | 0  | 220     |
| 17:00      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 194       | 62 | 0  | 256     |
| 17:15      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 201       | 63 | 0  | 264     |
| 17:30      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 225       | 88 | 0  | 313     |
| 17:45      | 0          | 0 | 0 | 0         | 0 | 0 | 0          | 0 | 0 | 215       | 72 | 0  | 287     |

|               |    |    |    |    |    |    |    |    |    |      |     |    |      |
|---------------|----|----|----|----|----|----|----|----|----|------|-----|----|------|
| Total Volume: | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2158 | 719 | 0  | 2877 |
| Approach %    | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 75%  | 25% | 0% |      |

|                |       |   |   |       |   |   |       |   |   |       |     |   |       |
|----------------|-------|---|---|-------|---|---|-------|---|---|-------|-----|---|-------|
| Peak Hr Begin: | 17:00 |   |   |       |   |   |       |   |   |       |     |   |       |
| PHV            | 0     | 0 | 0 | 0     | 0 | 0 | 0     | 0 | 0 | 835   | 285 | 0 | 1120  |
| PHF            | 0.000 |   |   | 0.000 |   |   | 0.000 |   |   | 0.895 |     |   | 0.895 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 0     | 0    | 0     | 0    |
| 07:15              | 0     | 0    | 0     | 0    |
| 07:30              | 0     | 0    | 0     | 0    |
| 07:45              | 0     | 0    | 0     | 0    |
| 08:00              | 0     | 0    | 0     | 0    |
| 08:15              | 0     | 0    | 0     | 0    |
| 08:30              | 0     | 0    | 0     | 0    |
| 08:45              | 0     | 0    | 0     | 0    |
| 09:00              | 0     | 0    | 0     | 0    |
| 09:15              | 0     | 0    | 0     | 0    |
| 09:30              | 0     | 0    | 0     | 0    |
| 09:45              | 0     | 0    | 0     | 0    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 0    | 0     | 0    |
| 07:15          | 0     | 0    | 0     | 0    |
| 07:30          | 0     | 0    | 0     | 0    |
| 07:45          | 0     | 0    | 0     | 0    |
| 08:00          | 0     | 0    | 0     | 0    |
| 08:15          | 0     | 0    | 0     | 0    |
| 08:30          | 0     | 0    | 0     | 0    |
| 08:45          | 0     | 0    | 0     | 0    |
| 09:00          | 0     | 0    | 0     | 0    |
| 09:15          | 0     | 0    | 0     | 0    |
| 09:30          | 0     | 0    | 0     | 0    |
| 09:45          | 0     | 0    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 0     | 0    | 0     | 0    |
| 16:15              | 0     | 0    | 0     | 0    |
| 16:30              | 0     | 0    | 0     | 0    |
| 16:45              | 0     | 0    | 0     | 0    |
| 17:00              | 0     | 0    | 0     | 0    |
| 17:15              | 0     | 0    | 0     | 0    |
| 17:30              | 0     | 0    | 0     | 0    |
| 17:45              | 0     | 0    | 0     | 0    |
| 18:00              | 0     | 0    | 0     | 0    |
| 18:15              | 0     | 0    | 0     | 0    |
| 18:30              | 0     | 0    | 0     | 0    |
| 18:45              | 0     | 0    | 0     | 0    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 0    | 0     | 0    |
| 16:15          | 0     | 0    | 0     | 0    |
| 16:30          | 0     | 0    | 0     | 0    |
| 16:45          | 0     | 0    | 0     | 0    |
| 17:00          | 0     | 0    | 0     | 0    |
| 17:15          | 0     | 0    | 0     | 0    |
| 17:30          | 0     | 0    | 0     | 0    |
| 17:45          | 0     | 0    | 0     | 0    |
| 18:00          | 0     | 0    | 0     | 0    |
| 18:15          | 0     | 0    | 0     | 0    |
| 18:30          | 0     | 0    | 0     | 0    |
| 18:45          | 0     | 0    | 0     | 0    |

## Turning Movement Count Report AM

Location ID: 3

North/South: Argyle Ave

Date: 05/12/15

East/West: Franklin Ave

City: Hollywood, CA

NOTE: SB Right, WB Through, NB Left, and EB Left do not include movements onto freeway. See Location #3a.

|            | Southbound |    |    | Westbound |     |    | Northbound |   |    | Eastbound |     |    | Totals: |
|------------|------------|----|----|-----------|-----|----|------------|---|----|-----------|-----|----|---------|
|            | 1          | 2  | 3  | 4         | 5   | 6  | 7          | 8 | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T  | L  | R         | T   | L  | R          | T | L  | R         | T   | L  |         |
| 07:00      | 2          | 14 | 6  | 1         | 140 | 19 | 6          | 2 | 1  | 12        | 108 | 3  | 441     |
| 07:15      | 4          | 23 | 5  | 3         | 157 | 26 | 4          | 1 | 6  | 15        | 106 | 4  | 485     |
| 07:30      | 1          | 28 | 12 | 2         | 231 | 35 | 11         | 2 | 6  | 14        | 113 | 2  | 601     |
| 07:45      | 3          | 25 | 14 | 3         | 225 | 36 | 9          | 9 | 4  | 11        | 103 | 9  | 665     |
| 08:00      | 6          | 27 | 22 | 5         | 211 | 38 | 12         | 7 | 3  | 24        | 110 | 3  | 640     |
| 08:15      | 1          | 32 | 8  | 3         | 223 | 24 | 10         | 4 | 7  | 20        | 91  | 2  | 665     |
| 08:30      | 7          | 31 | 23 | 2         | 233 | 28 | 5          | 6 | 7  | 27        | 106 | 4  | 687     |
| 08:45      | 1          | 25 | 18 | 7         | 173 | 45 | 8          | 4 | 4  | 30        | 114 | 3  | 678     |
| 09:00      | 4          | 24 | 16 | 3         | 202 | 38 | 14         | 3 | 14 | 35        | 93  | 4  | 631     |
| 09:15      | 6          | 23 | 21 | 6         | 209 | 39 | 11         | 0 | 8  | 25        | 102 | 3  | 657     |
| 09:30      | 6          | 27 | 8  | 5         | 205 | 45 | 7          | 8 | 5  | 27        | 125 | 6  | 635     |
| 09:45      | 4          | 34 | 9  | 2         | 209 | 42 | 11         | 1 | 4  | 27        | 116 | 6  | 674     |

|               |    |     |     |    |      |     |     |    |    |     |      |    |      |
|---------------|----|-----|-----|----|------|-----|-----|----|----|-----|------|----|------|
| Total Volume: | 45 | 313 | 162 | 42 | 2418 | 415 | 108 | 47 | 69 | 267 | 1287 | 49 | 5222 |
| Approach %    |    |     |     |    |      |     |     |    |    |     |      |    |      |

|                |      |     |    |    |     |     |    |    |    |     |     |    |      |
|----------------|------|-----|----|----|-----|-----|----|----|----|-----|-----|----|------|
| Peak Hr Begin: | 8:00 |     |    |    |     |     |    |    |    |     |     |    |      |
| PHV            | 15   | 115 | 71 | 17 | 840 | 135 | 35 | 21 | 21 | 101 | 421 | 12 | 1804 |
| PHF            |      |     |    |    |     |     |    |    |    |     |     |    |      |

## Turning Movement Count Report PM

Location ID: 3

North/South: Argyle Ave

East/West: Franklin Ave

Date: 05/12/15

City: Hollywood, CA

NOTE: SB Right, WB Through, NB Left, and EB Left do not include movements onto freeway. See Location #3a.

|            | Southbound |    |    | Westbound |     |    | Northbound |    |    | Eastbound |     |    | Totals: |
|------------|------------|----|----|-----------|-----|----|------------|----|----|-----------|-----|----|---------|
|            | 1          | 2  | 3  | 4         | 5   | 6  | 7          | 8  | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T  | L  | R         | T   | L  | R          | T  | L  | R         | T   | L  |         |
| 15:00      | 5          | 25 | 13 | 2         | 145 | 25 | 29         | 10 | 8  | 7         | 191 | 9  | 689     |
| 15:15      | 1          | 23 | 13 | 3         | 147 | 32 | 17         | 16 | 7  | 13        | 199 | 5  | 702     |
| 15:30      | 7          | 19 | 15 | 1         | 120 | 23 | 27         | 5  | 11 | 13        | 224 | 8  | 727     |
| 15:45      | 9          | 25 | 8  | 1         | 117 | 26 | 25         | 15 | 7  | 22        | 206 | 3  | 715     |
| 16:00      | 0          | 20 | 11 | 5         | 135 | 23 | 20         | 11 | 11 | 8         | 228 | 4  | 708     |
| 16:15      | 4          | 14 | 13 | 3         | 145 | 31 | 22         | 7  | 7  | 21        | 218 | 7  | 744     |
| 16:30      | 5          | 21 | 16 | 2         | 147 | 22 | 29         | 14 | 10 | 10        | 210 | 6  | 724     |
| 16:45      | 3          | 20 | 14 | 2         | 146 | 24 | 25         | 14 | 9  | 18        | 219 | 4  | 731     |
| 17:00      | 2          | 20 | 14 | 3         | 139 | 24 | 33         | 8  | 8  | 13        | 218 | 5  | 737     |
| 17:15      | 1          | 15 | 11 | 2         | 118 | 25 | 23         | 10 | 17 | 11        | 206 | 4  | 750     |
| 17:30      | 3          | 17 | 8  | 4         | 143 | 26 | 52         | 7  | 14 | 19        | 241 | 6  | 821     |
| 17:45      | 4          | 22 | 7  | 2         | 151 | 27 | 30         | 17 | 15 | 24        | 167 | 5  | 702     |

|               |    |     |     |    |      |     |     |     |     |     |      |    |      |
|---------------|----|-----|-----|----|------|-----|-----|-----|-----|-----|------|----|------|
| Total Volume: | 44 | 241 | 143 | 30 | 1653 | 308 | 332 | 134 | 124 | 179 | 2527 | 66 | 5781 |
| Approach %    |    |     |     |    |      |     |     |     |     |     |      |    |      |

|                |       |    |    |    |     |    |     |    |    |    |     |    |      |
|----------------|-------|----|----|----|-----|----|-----|----|----|----|-----|----|------|
| Peak Hr Begin: | 16:45 |    |    |    |     |    |     |    |    |    |     |    |      |
| PHV            | 9     | 72 | 47 | 11 | 546 | 99 | 133 | 39 | 48 | 61 | 884 | 19 | 1968 |
| PHF            |       |    |    |    |     |    |     |    |    |    |     |    |      |

## Pedestrian/Bicycle Count Report

| <i><b>Pedestrians</b></i> |       |      |       |      |
|---------------------------|-------|------|-------|------|
| Leg:                      | North | East | South | West |
| 07:00                     | 1     | 15   | 1     | 2    |
| 07:15                     | 0     | 9    | 1     | 0    |
| 07:30                     | 1     | 10   | 1     | 0    |
| 07:45                     | 0     | 18   | 10    | 0    |
| 08:00                     | 1     | 10   | 7     | 0    |
| 08:15                     | 0     | 19   | 6     | 0    |
| 08:30                     | 0     | 8    | 4     | 0    |
| 08:45                     | 0     | 14   | 1     | 0    |
| 09:00                     | 0     | 18   | 7     | 0    |
| 09:15                     | 0     | 6    | 4     | 0    |
| 09:30                     | 0     | 9    | 2     | 0    |
| 09:45                     | 0     | 13   | 5     | 0    |

| <i><b>Bicycle</b></i> |       |      |       |      |
|-----------------------|-------|------|-------|------|
| Leg:                  | North | East | South | West |
| 07:00                 | 0     | 0    | 0     | 0    |
| 07:15                 | 0     | 0    | 0     | 0    |
| 07:30                 | 0     | 0    | 0     | 0    |
| 07:45                 | 0     | 0    | 1     | 0    |
| 08:00                 | 1     | 1    | 0     | 0    |
| 08:15                 | 0     | 0    | 0     | 0    |
| 08:30                 | 1     | 1    | 0     | 0    |
| 08:45                 | 0     | 2    | 0     | 1    |
| 09:00                 | 0     | 0    | 0     | 0    |
| 09:15                 | 0     | 1    | 0     | 2    |
| 09:30                 | 1     | 2    | 0     | 1    |
| 09:45                 | 0     | 0    | 0     | 1    |

| <i><b>Pedestrians</b></i> |       |      |       |      |
|---------------------------|-------|------|-------|------|
| Leg:                      | North | East | South | West |
| 16:00                     | 0     | 17   | 6     | 0    |
| 16:15                     | 1     | 19   | 6     | 0    |
| 16:30                     | 0     | 15   | 2     | 0    |
| 16:45                     | 1     | 24   | 3     | 0    |
| 17:00                     | 0     | 20   | 6     | 0    |
| 17:15                     | 0     | 14   | 5     | 0    |
| 17:30                     | 0     | 12   | 9     | 0    |
| 17:45                     | 0     | 17   | 6     | 0    |
| 18:00                     | 1     | 35   | 3     | 0    |
| 18:15                     | 0     | 9    | 3     | 0    |
| 18:30                     | 1     | 20   | 5     | 0    |
| 18:45                     | 1     | 25   | 8     | 0    |

| <i><b>Bicycle</b></i> |       |      |       |      |
|-----------------------|-------|------|-------|------|
| Leg:                  | North | East | South | West |
| 16:00                 | 0     | 0    | 0     | 3    |
| 16:15                 | 0     | 0    | 0     | 1    |
| 16:30                 | 0     | 1    | 0     | 2    |
| 16:45                 | 0     | 0    | 0     | 1    |
| 17:00                 | 0     | 0    | 0     | 0    |
| 17:15                 | 0     | 0    | 0     | 0    |
| 17:30                 | 0     | 1    | 0     | 3    |
| 17:45                 | 0     | 0    | 0     | 2    |
| 18:00                 | 0     | 2    | 0     | 2    |
| 18:15                 | 0     | 2    | 0     | 0    |
| 18:30                 | 0     | 1    | 1     | 0    |
| 18:45                 | 0     | 1    | 0     | 0    |

Location ID: 3a  
 North/South: Argyle Ave  
 East/West: Franklin Ave/US-101 NB Ramps

Date: 5/12/15  
 City: Hollywood, CA

### Turns onto US-101 NB Ramps AM

|            | <i>Southbound</i> | <i>Westbound</i> | <i>Northbound</i> | <i>Eastbound</i> | Totals: |
|------------|-------------------|------------------|-------------------|------------------|---------|
|            | <b>1</b>          | <b>4</b>         | <b>7</b>          | <b>10</b>        |         |
| Movements: | R                 | T                | L                 | U-Turn           |         |
| 07:00      | 5                 | 103              | 19                | 44               | 171     |
| 07:15      | 3                 | 105              | 23                | 39               | 170     |
| 07:30      | 15                | 104              | 25                | 56               | 200     |
| 07:45      | 8                 | 178              | 28                | 42               | 256     |
| 08:00      | 12                | 121              | 39                | 45               | 217     |
| 08:15      | 11                | 179              | 50                | 37               | 277     |
| 08:30      | 12                | 137              | 59                | 56               | 264     |
| 08:45      | 15                | 196              | 35                | 34               | 280     |
| 09:00      | 13                | 126              | 42                | 38               | 219     |
| 09:15      | 10                | 154              | 40                | 54               | 258     |
| 09:30      | 13                | 113              | 35                | 51               | 212     |
| 09:45      | 7                 | 174              | 28                | 47               | 256     |

|               |     |      |     |     |      |
|---------------|-----|------|-----|-----|------|
| Total Volume: | 124 | 1690 | 423 | 543 | 2780 |
|---------------|-----|------|-----|-----|------|

|                |      |     |     |     |      |
|----------------|------|-----|-----|-----|------|
| Peak Hr Begin: | 8:00 |     |     |     |      |
| PHV            | 50   | 633 | 183 | 172 | 1038 |

### Turns onto US-101 NB Ramps PM

|            | <i>Southbound</i> | <i>Westbound</i> | <i>Northbound</i> | <i>Eastbound</i> | Totals: |
|------------|-------------------|------------------|-------------------|------------------|---------|
|            | <b>1</b>          | <b>4</b>         | <b>7</b>          | <b>10</b>        |         |
| Movements: | R                 | T                | L                 | U-Turn           |         |
| 15:00      | 10                | 136              | 74                | 61               | 281     |
| 15:15      | 11                | 154              | 61                | 46               | 272     |
| 15:30      | 11                | 173              | 70                | 46               | 300     |
| 15:45      | 9                 | 170              | 72                | 50               | 301     |
| 16:00      | 15                | 137              | 82                | 47               | 281     |
| 16:15      | 8                 | 169              | 75                | 48               | 300     |
| 16:30      | 9                 | 132              | 91                | 46               | 278     |
| 16:45      | 4                 | 146              | 83                | 39               | 272     |
| 17:00      | 3                 | 166              | 81                | 45               | 295     |
| 17:15      | 9                 | 169              | 129               | 38               | 345     |
| 17:30      | 13                | 177              | 91                | 42               | 323     |
| 17:45      | 6                 | 128              | 97                | 40               | 271     |

|               |     |      |      |     |      |
|---------------|-----|------|------|-----|------|
| Total Volume: | 108 | 1857 | 1006 | 548 | 3519 |
|---------------|-----|------|------|-----|------|

|                |       |     |     |     |      |
|----------------|-------|-----|-----|-----|------|
| Peak Hr Begin: | 16:45 |     |     |     |      |
| PHV            | 29    | 658 | 384 | 164 | 1235 |

Location ID: 4  
 North/South: Gower St  
 East/West: Franklin Ave

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |    |    | Westbound |     |    | Northbound |    |    | Eastbound |     |    | Totals: |
|------------|------------|----|----|-----------|-----|----|------------|----|----|-----------|-----|----|---------|
|            | 1          | 2  | 3  | 4         | 5   | 6  | 7          | 8  | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T  | L  | R         | T   | L  | R          | T  | L  | R         | T   | L  |         |
| 07:00      | 7          | 13 | 2  | 0         | 203 | 30 | 26         | 4  | 31 | 10        | 105 | 0  | 431     |
| 07:15      | 7          | 10 | 3  | 3         | 238 | 47 | 67         | 11 | 45 | 7         | 125 | 0  | 563     |
| 07:30      | 8          | 25 | 12 | 2         | 303 | 53 | 84         | 6  | 47 | 5         | 115 | 1  | 661     |
| 07:45      | 8          | 24 | 5  | 3         | 320 | 55 | 82         | 5  | 64 | 8         | 129 | 1  | 704     |
| 08:00      | 15         | 30 | 8  | 3         | 266 | 57 | 87         | 12 | 69 | 7         | 128 | 0  | 682     |
| 08:15      | 16         | 29 | 3  | 1         | 327 | 45 | 60         | 7  | 71 | 7         | 86  | 3  | 655     |
| 08:30      | 10         | 29 | 6  | 0         | 319 | 53 | 71         | 10 | 59 | 19        | 120 | 3  | 699     |
| 08:45      | 16         | 42 | 4  | 2         | 308 | 48 | 65         | 14 | 57 | 9         | 127 | 1  | 693     |
| 09:00      | 14         | 42 | 6  | 1         | 298 | 55 | 67         | 20 | 64 | 14        | 123 | 2  | 706     |
| 09:15      | 10         | 30 | 2  | 2         | 304 | 38 | 72         | 15 | 70 | 15        | 109 | 3  | 670     |
| 09:30      | 12         | 37 | 7  | 2         | 310 | 33 | 42         | 15 | 59 | 12        | 118 | 6  | 653     |
| 09:45      | 10         | 25 | 4  | 5         | 304 | 35 | 64         | 15 | 48 | 9         | 132 | 3  | 654     |

|               |     |     |     |    |      |     |     |     |     |     |      |    |      |
|---------------|-----|-----|-----|----|------|-----|-----|-----|-----|-----|------|----|------|
| Total Volume: | 133 | 336 | 62  | 24 | 3500 | 549 | 787 | 134 | 684 | 122 | 1417 | 23 | 7771 |
| Approach %    | 25% | 63% | 12% | 1% | 86%  | 13% | 49% | 8%  | 43% | 8%  | 91%  | 1% |      |

|                |       |     |    |       |      |     |       |    |     |       |     |   |       |
|----------------|-------|-----|----|-------|------|-----|-------|----|-----|-------|-----|---|-------|
| Peak Hr Begin: | 8:30  |     |    |       |      |     |       |    |     |       |     |   |       |
| PHV            | 50    | 143 | 18 | 5     | 1229 | 194 | 275   | 59 | 250 | 57    | 479 | 9 | 2768  |
| PHF            | 0.851 |     |    | 0.960 |      |     | 0.930 |    |     | 0.960 |     |   | 0.980 |

|            | Southbound |    |   | Westbound |     |    | Northbound |    |     | Eastbound |     |    | Totals: |
|------------|------------|----|---|-----------|-----|----|------------|----|-----|-----------|-----|----|---------|
|            | 1          | 2  | 3 | 4         | 5   | 6  | 7          | 8  | 9   | 10        | 11  | 12 |         |
| Movements: | R          | T  | L | R         | T   | L  | R          | T  | L   | R         | T   | L  |         |
| 15:00      | 5          | 12 | 6 | 0         | 238 | 43 | 103        | 27 | 77  | 7         | 205 | 4  | 727     |
| 15:15      | 8          | 15 | 4 | 1         | 237 | 35 | 123        | 27 | 91  | 10        | 229 | 3  | 783     |
| 15:30      | 5          | 19 | 6 | 0         | 228 | 37 | 102        | 25 | 100 | 14        | 221 | 7  | 764     |
| 15:45      | 11         | 27 | 2 | 3         | 232 | 36 | 114        | 29 | 65  | 11        | 220 | 5  | 755     |
| 16:00      | 7          | 21 | 5 | 2         | 233 | 34 | 90         | 30 | 99  | 9         | 235 | 3  | 768     |
| 16:15      | 11         | 13 | 5 | 2         | 227 | 30 | 103        | 30 | 89  | 12        | 223 | 11 | 756     |
| 16:30      | 8          | 22 | 9 | 1         | 218 | 25 | 100        | 35 | 93  | 10        | 229 | 3  | 753     |
| 16:45      | 0          | 22 | 4 | 4         | 236 | 32 | 117        | 37 | 89  | 12        | 220 | 5  | 778     |
| 17:00      | 6          | 26 | 5 | 6         | 216 | 20 | 111        | 29 | 99  | 14        | 238 | 1  | 771     |
| 17:15      | 4          | 19 | 5 | 6         | 213 | 30 | 129        | 39 | 111 | 11        | 213 | 6  | 786     |
| 17:30      | 4          | 21 | 6 | 2         | 222 | 26 | 100        | 29 | 97  | 11        | 258 | 3  | 779     |
| 17:45      | 9          | 18 | 7 | 2         | 223 | 41 | 109        | 40 | 101 | 9         | 182 | 4  | 745     |

|               |     |     |     |    |      |     |      |     |      |     |      |    |      |
|---------------|-----|-----|-----|----|------|-----|------|-----|------|-----|------|----|------|
| Total Volume: | 78  | 235 | 64  | 29 | 2723 | 389 | 1301 | 377 | 1111 | 130 | 2673 | 55 | 9165 |
| Approach %    | 21% | 62% | 17% | 1% | 87%  | 12% | 47%  | 14% | 40%  | 5%  | 94%  | 2% |      |

|                |       |    |    |       |     |     |       |     |     |       |     |    |       |
|----------------|-------|----|----|-------|-----|-----|-------|-----|-----|-------|-----|----|-------|
| Peak Hr Begin: | 16:45 |    |    |       |     |     |       |     |     |       |     |    |       |
| PHV            | 14    | 88 | 20 | 18    | 887 | 108 | 457   | 134 | 396 | 48    | 929 | 15 | 3114  |
| PHF            | 0.824 |    |    | 0.931 |     |     | 0.884 |     |     | 0.912 |     |    | 0.990 |



| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 3     | 3    | 2     | 0    |
| 07:15              | 6     | 3    | 1     | 0    |
| 07:30              | 10    | 3    | 2     | 0    |
| 07:45              | 9     | 4    | 2     | 0    |
| 08:00              | 10    | 12   | 4     | 0    |
| 08:15              | 10    | 9    | 3     | 0    |
| 08:30              | 0     | 5    | 0     | 0    |
| 08:45              | 9     | 5    | 1     | 0    |
| 09:00              | 9     | 8    | 1     | 0    |
| 09:15              | 8     | 4    | 2     | 3    |
| 09:30              | 4     | 5    | 3     | 0    |
| 09:45              | 9     | 8    | 3     | 0    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 0    | 0     | 1    |
| 07:15          | 0     | 1    | 0     | 0    |
| 07:30          | 0     | 0    | 0     | 0    |
| 07:45          | 0     | 0    | 0     | 0    |
| 08:00          | 0     | 0    | 0     | 0    |
| 08:15          | 1     | 0    | 0     | 0    |
| 08:30          | 2     | 2    | 0     | 1    |
| 08:45          | 0     | 1    | 0     | 1    |
| 09:00          | 0     | 0    | 0     | 0    |
| 09:15          | 0     | 2    | 0     | 3    |
| 09:30          | 1     | 1    | 0     | 1    |
| 09:45          | 1     | 2    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 8     | 5    | 7     | 3    |
| 16:15              | 16    | 10   | 4     | 0    |
| 16:30              | 17    | 9    | 8     | 0    |
| 16:45              | 8     | 6    | 1     | 0    |
| 17:00              | 6     | 4    | 0     | 0    |
| 17:15              | 15    | 15   | 3     | 0    |
| 17:30              | 5     | 10   | 1     | 0    |
| 17:45              | 5     | 5    | 1     | 0    |
| 18:00              | 10    | 11   | 4     | 0    |
| 18:15              | 5     | 7    | 1     | 0    |
| 18:30              | 12    | 19   | 1     | 1    |
| 18:45              | 11    | 5    | 1     | 0    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 1     | 0    | 0     | 1    |
| 16:15          | 1     | 1    | 1     | 2    |
| 16:30          | 0     | 0    | 0     | 0    |
| 16:45          | 0     | 0    | 0     | 1    |
| 17:00          | 0     | 1    | 1     | 0    |
| 17:15          | 0     | 0    | 1     | 0    |
| 17:30          | 0     | 0    | 1     | 3    |
| 17:45          | 0     | 1    | 0     | 0    |
| 18:00          | 0     | 0    | 1     | 2    |
| 18:15          | 3     | 2    | 0     | 0    |
| 18:30          | 0     | 0    | 1     | 0    |
| 18:45          | 1     | 2    | 0     | 0    |

Location ID: 5  
 North/South: Beachwood Dr  
 East/West: Franklin Ave

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |   |    | Westbound |     |   | Northbound |    |   | Eastbound |     |    | Totals: |
|------------|------------|---|----|-----------|-----|---|------------|----|---|-----------|-----|----|---------|
|            | 1          | 2 | 3  | 4         | 5   | 6 | 7          | 8  | 9 | 10        | 11  | 12 |         |
| Movements: | R          | T | L  | R         | T   | L | R          | T  | L | R         | T   | L  |         |
| 07:00      | 28         | 0 | 15 | 8         | 211 | 1 | 2          | 1  | 1 | 0         | 119 | 14 | 400     |
| 07:15      | 29         | 0 | 25 | 9         | 261 | 0 | 4          | 6  | 4 | 1         | 173 | 16 | 528     |
| 07:30      | 38         | 0 | 30 | 25        | 320 | 1 | 10         | 10 | 2 | 0         | 194 | 18 | 648     |
| 07:45      | 38         | 0 | 35 | 31        | 333 | 1 | 9          | 3  | 4 | 2         | 192 | 18 | 666     |
| 08:00      | 41         | 0 | 56 | 32        | 294 | 0 | 8          | 21 | 2 | 4         | 177 | 34 | 669     |
| 08:15      | 46         | 0 | 51 | 24        | 327 | 1 | 5          | 11 | 2 | 0         | 135 | 21 | 623     |
| 08:30      | 53         | 0 | 41 | 16        | 310 | 1 | 5          | 11 | 1 | 0         | 161 | 28 | 627     |
| 08:45      | 51         | 0 | 40 | 22        | 313 | 2 | 9          | 13 | 5 | 0         | 176 | 28 | 659     |
| 09:00      | 47         | 0 | 44 | 24        | 291 | 1 | 6          | 9  | 2 | 2         | 158 | 31 | 615     |
| 09:15      | 45         | 0 | 50 | 27        | 290 | 2 | 7          | 8  | 1 | 0         | 155 | 25 | 610     |
| 09:30      | 50         | 0 | 33 | 25        | 306 | 0 | 4          | 6  | 2 | 0         | 145 | 20 | 591     |
| 09:45      | 51         | 0 | 45 | 38        | 291 | 0 | 4          | 10 | 2 | 2         | 157 | 33 | 633     |

|               |     |    |     |     |      |    |     |     |     |    |      |     |      |
|---------------|-----|----|-----|-----|------|----|-----|-----|-----|----|------|-----|------|
| Total Volume: | 517 | 0  | 465 | 281 | 3547 | 10 | 73  | 109 | 28  | 11 | 1942 | 286 | 7269 |
| Approach %    | 53% | 0% | 47% | 7%  | 92%  | 0% | 35% | 52% | 13% | 0% | 87%  | 13% |      |

|                |       |   |     |       |      |   |       |    |    |       |     |    |       |
|----------------|-------|---|-----|-------|------|---|-------|----|----|-------|-----|----|-------|
| Peak Hr Begin: | 7:30  |   |     |       |      |   |       |    |    |       |     |    |       |
| PHV            | 163   | 0 | 172 | 112   | 1274 | 3 | 32    | 45 | 10 | 6     | 698 | 91 | 2606  |
| PHF            | 0.863 |   |     | 0.951 |      |   | 0.702 |    |    | 0.924 |     |    | 0.974 |

|            | Southbound |   |    | Westbound |     |   | Northbound |    |   | Eastbound |     |    | Totals: |
|------------|------------|---|----|-----------|-----|---|------------|----|---|-----------|-----|----|---------|
|            | 1          | 2 | 3  | 4         | 5   | 6 | 7          | 8  | 9 | 10        | 11  | 12 |         |
| Movements: | R          | T | L  | R         | T   | L | R          | T  | L | R         | T   | L  |         |
| 15:00      | 60         | 0 | 58 | 46        | 209 | 1 | 5          | 16 | 7 | 1         | 272 | 43 | 718     |
| 15:15      | 44         | 0 | 58 | 40        | 225 | 2 | 10         | 9  | 5 | 2         | 299 | 44 | 738     |
| 15:30      | 38         | 0 | 47 | 35        | 222 | 1 | 4          | 9  | 5 | 0         | 276 | 54 | 691     |
| 15:45      | 46         | 1 | 47 | 48        | 214 | 1 | 6          | 14 | 5 | 1         | 277 | 50 | 710     |
| 16:00      | 49         | 0 | 34 | 47        | 221 | 3 | 3          | 12 | 1 | 1         | 302 | 45 | 718     |
| 16:15      | 43         | 2 | 47 | 55        | 208 | 0 | 5          | 10 | 6 | 0         | 275 | 43 | 694     |
| 16:30      | 26         | 0 | 43 | 47        | 212 | 2 | 3          | 12 | 6 | 1         | 291 | 39 | 682     |
| 16:45      | 44         | 1 | 48 | 45        | 211 | 0 | 5          | 13 | 3 | 1         | 296 | 54 | 721     |
| 17:00      | 35         | 1 | 55 | 39        | 214 | 1 | 2          | 8  | 7 | 2         | 284 | 50 | 698     |
| 17:15      | 35         | 1 | 44 | 45        | 195 | 1 | 7          | 14 | 0 | 1         | 300 | 46 | 689     |
| 17:30      | 31         | 0 | 31 | 66        | 230 | 3 | 5          | 11 | 2 | 2         | 310 | 47 | 738     |
| 17:45      | 38         | 1 | 35 | 55        | 192 | 3 | 7          | 14 | 4 | 0         | 258 | 48 | 655     |

|               |     |    |     |     |      |    |     |     |     |    |      |     |      |
|---------------|-----|----|-----|-----|------|----|-----|-----|-----|----|------|-----|------|
| Total Volume: | 489 | 7  | 547 | 568 | 2553 | 18 | 62  | 142 | 51  | 12 | 3440 | 563 | 8452 |
| Approach %    | 47% | 1% | 52% | 18% | 81%  | 1% | 24% | 56% | 20% | 0% | 86%  | 14% |      |

|                |       |   |     |       |     |   |       |    |    |       |      |     |       |
|----------------|-------|---|-----|-------|-----|---|-------|----|----|-------|------|-----|-------|
| Peak Hr Begin: | 15:00 |   |     |       |     |   |       |    |    |       |      |     |       |
| PHV            | 188   | 1 | 210 | 169   | 870 | 5 | 25    | 48 | 22 | 4     | 1124 | 191 | 2857  |
| PHF            | 0.845 |   |     | 0.978 |     |   | 0.848 |    |    | 0.956 |      |     | 0.968 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 3     | 2    | 7     | 1    |
| 07:15              | 6     | 4    | 4     | 3    |
| 07:30              | 13    | 2    | 13    | 5    |
| 07:45              | 19    | 1    | 17    | 8    |
| 08:00              | 23    | 15   | 23    | 5    |
| 08:15              | 10    | 1    | 8     | 3    |
| 08:30              | 9     | 2    | 7     | 2    |
| 08:45              | 8     | 1    | 9     | 1    |
| 09:00              | 8     | 2    | 5     | 5    |
| 09:15              | 6     | 2    | 3     | 2    |
| 09:30              | 5     | 1    | 5     | 0    |
| 09:45              | 14    | 1    | 9     | 8    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 0    | 0     | 1    |
| 07:15          | 0     | 1    | 0     | 0    |
| 07:30          | 0     | 1    | 0     | 0    |
| 07:45          | 0     | 1    | 0     | 0    |
| 08:00          | 0     | 1    | 0     | 0    |
| 08:15          | 0     | 1    | 0     | 0    |
| 08:30          | 0     | 3    | 0     | 1    |
| 08:45          | 0     | 1    | 0     | 1    |
| 09:00          | 0     | 1    | 0     | 0    |
| 09:15          | 0     | 1    | 0     | 3    |
| 09:30          | 0     | 2    | 0     | 1    |
| 09:45          | 1     | 1    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 16    | 1    | 11    | 2    |
| 16:15              | 14    | 4    | 10    | 3    |
| 16:30              | 23    | 1    | 12    | 11   |
| 16:45              | 22    | 3    | 10    | 5    |
| 17:00              | 10    | 0    | 6     | 4    |
| 17:15              | 15    | 0    | 7     | 3    |
| 17:30              | 12    | 4    | 12    | 3    |
| 17:45              | 8     | 3    | 10    | 3    |
| 18:00              | 19    | 1    | 11    | 2    |
| 18:15              | 11    | 5    | 16    | 4    |
| 18:30              | 25    | 1    | 15    | 1    |
| 18:45              | 13    | 0    | 17    | 4    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 1    | 0     | 2    |
| 16:15          | 1     | 3    | 1     | 3    |
| 16:30          | 0     | 0    | 1     | 0    |
| 16:45          | 0     | 0    | 0     | 2    |
| 17:00          | 1     | 0    | 0     | 0    |
| 17:15          | 0     | 1    | 0     | 1    |
| 17:30          | 0     | 2    | 0     | 4    |
| 17:45          | 0     | 0    | 0     | 2    |
| 18:00          | 1     | 0    | 0     | 1    |
| 18:15          | 0     | 3    | 0     | 1    |
| 18:30          | 0     | 1    | 0     | 0    |
| 18:45          | 0     | 2    | 0     | 0    |

Location ID: 6  
 North/South: Bronson Ave  
 East/West: Franklin Ave

Date: 05/12/15  
 City: Hollywood, CA

| Movements: | Southbound |    |    | Westbound |     |    | Northbound |    |    | Eastbound |     |    | Totals: |
|------------|------------|----|----|-----------|-----|----|------------|----|----|-----------|-----|----|---------|
|            | 1          | 2  | 3  | 4         | 5   | 6  | 7          | 8  | 9  | 10        | 11  | 12 |         |
|            | R          | T  | L  | R         | T   | L  | R          | T  | L  | R         | T   | L  |         |
| 07:00      | 8          | 11 | 7  | 3         | 188 | 20 | 12         | 9  | 2  | 7         | 117 | 7  | 391     |
| 07:15      | 16         | 23 | 17 | 2         | 233 | 23 | 16         | 10 | 4  | 6         | 162 | 14 | 526     |
| 07:30      | 15         | 26 | 19 | 6         | 286 | 24 | 12         | 8  | 8  | 24        | 203 | 15 | 646     |
| 07:45      | 27         | 33 | 17 | 16        | 298 | 51 | 19         | 33 | 6  | 20        | 167 | 25 | 712     |
| 08:00      | 24         | 41 | 20 | 22        | 276 | 34 | 19         | 32 | 4  | 34        | 202 | 24 | 732     |
| 08:15      | 22         | 47 | 23 | 6         | 274 | 51 | 30         | 14 | 12 | 23        | 143 | 18 | 663     |
| 08:30      | 20         | 39 | 20 | 7         | 286 | 46 | 28         | 31 | 10 | 22        | 167 | 15 | 691     |
| 08:45      | 14         | 43 | 23 | 8         | 286 | 63 | 16         | 18 | 8  | 31        | 163 | 24 | 697     |
| 09:00      | 20         | 52 | 16 | 10        | 244 | 56 | 19         | 22 | 7  | 23        | 163 | 23 | 655     |
| 09:15      | 23         | 36 | 21 | 8         | 270 | 38 | 21         | 15 | 8  | 25        | 160 | 22 | 647     |
| 09:30      | 13         | 36 | 27 | 6         | 284 | 49 | 25         | 22 | 6  | 14        | 151 | 16 | 649     |
| 09:45      | 24         | 43 | 10 | 11        | 271 | 55 | 24         | 16 | 17 | 11        | 166 | 23 | 671     |

|               |     |     |     |     |      |     |     |     |     |     |      |     |      |
|---------------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|------|
| Total Volume: | 226 | 430 | 220 | 105 | 3196 | 510 | 241 | 230 | 92  | 240 | 1964 | 226 | 7680 |
| Approach %    | 26% | 49% | 25% | 3%  | 84%  | 13% | 43% | 41% | 16% | 10% | 81%  | 9%  |      |

|                |       |     |    |       |      |     |       |     |    |       |     |    |       |
|----------------|-------|-----|----|-------|------|-----|-------|-----|----|-------|-----|----|-------|
| Peak Hr Begin: | 7:45  |     |    |       |      |     |       |     |    |       |     |    |       |
| PHV            | 93    | 160 | 80 | 51    | 1134 | 182 | 96    | 110 | 32 | 99    | 679 | 82 | 2798  |
| PHF            | 0.905 |     |    | 0.936 |      |     | 1.026 |     |    | 0.827 |     |    | 0.956 |

| Movements: | Southbound |    |    | Westbound |     |    | Northbound |    |    | Eastbound |     |    | Totals: |
|------------|------------|----|----|-----------|-----|----|------------|----|----|-----------|-----|----|---------|
|            | 1          | 2  | 3  | 4         | 5   | 6  | 7          | 8  | 9  | 10        | 11  | 12 |         |
|            | R          | T  | L  | R         | T   | L  | R          | T  | L  | R         | T   | L  |         |
| 15:00      | 19         | 32 | 25 | 8         | 205 | 25 | 34         | 27 | 10 | 11        | 253 | 32 | 681     |
| 15:15      | 28         | 36 | 25 | 11        | 224 | 26 | 49         | 27 | 9  | 12        | 295 | 35 | 777     |
| 15:30      | 21         | 17 | 22 | 12        | 211 | 23 | 36         | 39 | 11 | 12        | 265 | 36 | 705     |
| 15:45      | 34         | 22 | 23 | 11        | 227 | 25 | 30         | 33 | 5  | 17        | 280 | 25 | 732     |
| 16:00      | 22         | 23 | 30 | 9         | 216 | 26 | 53         | 27 | 13 | 8         | 255 | 35 | 717     |
| 16:15      | 30         | 24 | 27 | 7         | 217 | 33 | 49         | 29 | 7  | 11        | 288 | 20 | 742     |
| 16:30      | 27         | 23 | 28 | 14        | 213 | 17 | 34         | 22 | 11 | 14        | 261 | 28 | 692     |
| 16:45      | 20         | 22 | 20 | 12        | 202 | 31 | 55         | 41 | 12 | 20        | 251 | 36 | 722     |
| 17:00      | 32         | 33 | 29 | 13        | 234 | 20 | 45         | 33 | 14 | 10        | 300 | 25 | 788     |
| 17:15      | 21         | 28 | 27 | 9         | 203 | 32 | 60         | 37 | 9  | 10        | 276 | 32 | 744     |
| 17:30      | 22         | 39 | 17 | 14        | 232 | 33 | 67         | 34 | 9  | 17        | 279 | 27 | 790     |
| 17:45      | 19         | 24 | 24 | 14        | 173 | 24 | 80         | 31 | 16 | 17        | 225 | 27 | 674     |

|               |     |     |     |     |      |     |     |     |     |     |      |     |      |
|---------------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|------|
| Total Volume: | 295 | 323 | 297 | 134 | 2557 | 315 | 592 | 380 | 126 | 159 | 3228 | 358 | 8764 |
| Approach %    | 32% | 35% | 32% | 4%  | 85%  | 10% | 54% | 35% | 11% | 4%  | 86%  | 10% |      |

|                |       |     |    |       |     |     |       |     |    |       |      |     |       |
|----------------|-------|-----|----|-------|-----|-----|-------|-----|----|-------|------|-----|-------|
| Peak Hr Begin: | 16:45 |     |    |       |     |     |       |     |    |       |      |     |       |
| PHV            | 95    | 122 | 93 | 48    | 871 | 116 | 227   | 145 | 44 | 57    | 1106 | 120 | 3044  |
| PHF            | 0.871 |     |    | 0.984 |     |     | 1.209 |     |    | 0.938 |      |     | 0.979 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 8     | 1    | 2     | 4    |
| 07:15              | 3     | 1    | 5     | 4    |
| 07:30              | 6     | 0    | 7     | 7    |
| 07:45              | 8     | 0    | 10    | 16   |
| 08:00              | 19    | 1    | 16    | 24   |
| 08:15              | 11    | 0    | 7     | 9    |
| 08:30              | 3     | 0    | 4     | 3    |
| 08:45              | 7     | 1    | 9     | 4    |
| 09:00              | 8     | 0    | 8     | 10   |
| 09:15              | 3     | 0    | 12    | 10   |
| 09:30              | 16    | 0    | 6     | 8    |
| 09:45              | 9     | 0    | 10    | 11   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 2     | 0    | 0     | 1    |
| 07:15          | 1     | 0    | 1     | 0    |
| 07:30          | 0     | 0    | 0     | 0    |
| 07:45          | 1     | 1    | 0     | 0    |
| 08:00          | 1     | 1    | 0     | 0    |
| 08:15          | 0     | 1    | 0     | 0    |
| 08:30          | 3     | 3    | 4     | 0    |
| 08:45          | 0     | 2    | 3     | 1    |
| 09:00          | 0     | 1    | 0     | 0    |
| 09:15          | 0     | 1    | 1     | 3    |
| 09:30          | 0     | 1    | 0     | 0    |
| 09:45          | 0     | 1    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 23    | 0    | 4     | 17   |
| 16:15              | 26    | 0    | 5     | 14   |
| 16:30              | 17    | 1    | 19    | 13   |
| 16:45              | 27    | 1    | 15    | 13   |
| 17:00              | 20    | 0    | 6     | 21   |
| 17:15              | 23    | 0    | 11    | 14   |
| 17:30              | 20    | 0    | 7     | 19   |
| 17:45              | 26    | 0    | 13    | 20   |
| 18:00              | 27    | 0    | 9     | 18   |
| 18:15              | 16    | 0    | 10    | 10   |
| 18:30              | 31    | 0    | 8     | 32   |
| 18:45              | 13    | 0    | 13    | 20   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 1    | 0     | 2    |
| 16:15          | 0     | 2    | 1     | 1    |
| 16:30          | 0     | 1    | 1     | 1    |
| 16:45          | 0     | 1    | 0     | 3    |
| 17:00          | 1     | 1    | 0     | 0    |
| 17:15          | 1     | 0    | 0     | 1    |
| 17:30          | 0     | 3    | 0     | 3    |
| 17:45          | 0     | 0    | 0     | 0    |
| 18:00          | 0     | 1    | 0     | 3    |
| 18:15          | 0     | 2    | 0     | 0    |
| 18:30          | 0     | 1    | 0     | 2    |
| 18:45          | 0     | 0    | 2     | 0    |

Location ID: 9  
 North/South: Vine St  
 East/West: Yucca St

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |     |    | Westbound |    |    | Northbound |    |    | Eastbound |    |    | Totals: |
|------------|------------|-----|----|-----------|----|----|------------|----|----|-----------|----|----|---------|
|            | 1          | 2   | 3  | 4         | 5  | 6  | 7          | 8  | 9  | 10        | 11 | 12 |         |
| Movements: | R          | T   | L  | R         | T  | L  | R          | T  | L  | R         | T  | L  |         |
| 07:00      | 4          | 278 | 4  | 1         | 6  | 12 | 13         | 57 | 7  | 11        | 6  | 1  | 400     |
| 07:15      | 8          | 303 | 7  | 0         | 10 | 11 | 16         | 68 | 4  | 8         | 4  | 0  | 439     |
| 07:30      | 20         | 316 | 14 | 0         | 20 | 26 | 16         | 87 | 7  | 5         | 11 | 3  | 525     |
| 07:45      | 61         | 302 | 5  | 0         | 23 | 13 | 21         | 81 | 11 | 5         | 5  | 1  | 528     |
| 08:00      | 74         | 275 | 9  | 0         | 20 | 23 | 34         | 88 | 13 | 11        | 13 | 3  | 563     |
| 08:15      | 56         | 294 | 18 | 1         | 34 | 19 | 38         | 80 | 7  | 8         | 13 | 1  | 569     |
| 08:30      | 78         | 228 | 34 | 1         | 28 | 18 | 31         | 81 | 19 | 10        | 16 | 0  | 544     |
| 08:45      | 98         | 240 | 15 | 4         | 48 | 24 | 40         | 97 | 14 | 3         | 14 | 2  | 599     |
| 09:00      | 81         | 274 | 18 | 1         | 26 | 19 | 35         | 76 | 17 | 12        | 14 | 0  | 573     |
| 09:15      | 74         | 257 | 31 | 1         | 30 | 15 | 37         | 89 | 15 | 12        | 15 | 3  | 579     |
| 09:30      | 60         | 259 | 15 | 0         | 24 | 21 | 24         | 85 | 9  | 12        | 12 | 5  | 526     |
| 09:45      | 60         | 263 | 20 | 0         | 25 | 23 | 17         | 72 | 18 | 11        | 16 | 3  | 528     |

|               |     |      |     |    |     |     |     |     |     |     |     |    |      |
|---------------|-----|------|-----|----|-----|-----|-----|-----|-----|-----|-----|----|------|
| Total Volume: | 674 | 3289 | 190 | 9  | 294 | 224 | 322 | 961 | 141 | 108 | 139 | 22 | 6373 |
| Approach %    | 16% | 79%  | 5%  | 2% | 56% | 43% | 23% | 67% | 10% | 40% | 52% | 8% |      |

|                |       |     |    |       |     |    |       |     |    |       |    |   |       |
|----------------|-------|-----|----|-------|-----|----|-------|-----|----|-------|----|---|-------|
| Peak Hr Begin: | 8:30  |     |    |       |     |    |       |     |    |       |    |   |       |
| PHV            | 331   | 999 | 98 | 7     | 132 | 76 | 143   | 343 | 65 | 37    | 59 | 5 | 2295  |
| PHF            | 0.957 |     |    | 0.707 |     |    | 0.912 |     |    | 0.842 |    |   | 0.958 |

|            | Southbound |     |    | Westbound |    |    | Northbound |     |    | Eastbound |    |    | Totals: |
|------------|------------|-----|----|-----------|----|----|------------|-----|----|-----------|----|----|---------|
|            | 1          | 2   | 3  | 4         | 5  | 6  | 7          | 8   | 9  | 10        | 11 | 12 |         |
| Movements: | R          | T   | L  | R         | T  | L  | R          | T   | L  | R         | T  | L  |         |
| 15:00      | 4          | 143 | 4  | 2         | 14 | 8  | 48         | 140 | 22 | 20        | 21 | 1  | 427     |
| 15:15      | 9          | 160 | 10 | 2         | 21 | 15 | 51         | 139 | 27 | 11        | 28 | 10 | 483     |
| 15:30      | 9          | 164 | 7  | 1         | 15 | 16 | 40         | 151 | 35 | 13        | 33 | 11 | 495     |
| 15:45      | 4          | 154 | 12 | 2         | 21 | 12 | 46         | 148 | 33 | 13        | 27 | 12 | 484     |
| 16:00      | 9          | 164 | 7  | 4         | 11 | 12 | 45         | 167 | 52 | 12        | 29 | 10 | 522     |
| 16:15      | 4          | 172 | 8  | 0         | 19 | 15 | 47         | 201 | 45 | 14        | 26 | 15 | 566     |
| 16:30      | 5          | 169 | 8  | 5         | 21 | 12 | 55         | 156 | 36 | 9         | 19 | 9  | 504     |
| 16:45      | 8          | 149 | 4  | 2         | 23 | 11 | 45         | 159 | 44 | 15        | 36 | 10 | 506     |
| 17:00      | 10         | 198 | 5  | 2         | 13 | 10 | 48         | 170 | 52 | 4         | 33 | 11 | 556     |
| 17:15      | 10         | 191 | 13 | 3         | 20 | 9  | 50         | 211 | 40 | 12        | 32 | 12 | 603     |
| 17:30      | 8          | 208 | 10 | 1         | 20 | 15 | 51         | 193 | 53 | 17        | 34 | 15 | 625     |
| 17:45      | 14         | 211 | 10 | 5         | 23 | 17 | 62         | 163 | 61 | 13        | 36 | 12 | 627     |

|               |    |      |    |    |     |     |     |      |     |     |     |     |      |
|---------------|----|------|----|----|-----|-----|-----|------|-----|-----|-----|-----|------|
| Total Volume: | 94 | 2083 | 98 | 29 | 221 | 152 | 588 | 1998 | 500 | 153 | 354 | 128 | 6398 |
| Approach %    | 4% | 92%  | 4% | 7% | 55% | 38% | 19% | 65%  | 16% | 24% | 56% | 20% |      |

|                |       |     |    |       |    |    |       |     |     |       |     |    |       |
|----------------|-------|-----|----|-------|----|----|-------|-----|-----|-------|-----|----|-------|
| Peak Hr Begin: | 17:00 |     |    |       |    |    |       |     |     |       |     |    |       |
| PHV            | 42    | 808 | 38 | 11    | 76 | 51 | 211   | 737 | 206 | 46    | 135 | 50 | 2411  |
| PHF            | 0.945 |     |    | 0.767 |    |    | 0.958 |     |     | 0.875 |     |    | 0.961 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 2     | 3    | 0     | 2    |
| 07:15              | 2     | 4    | 0     | 8    |
| 07:30              | 3     | 0    | 1     | 6    |
| 07:45              | 10    | 6    | 2     | 11   |
| 08:00              | 3     | 6    | 6     | 20   |
| 08:15              | 2     | 5    | 5     | 17   |
| 08:30              | 0     | 4    | 2     | 33   |
| 08:45              | 4     | 2    | 2     | 156  |
| 09:00              | 6     | 6    | 2     | 9    |
| 09:15              | 1     | 3    | 1     | 5    |
| 09:30              | 3     | 7    | 1     | 8    |
| 09:45              | 2     | 8    | 8     | 24   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 0    | 0     | 0    |
| 07:15          | 0     | 0    | 0     | 0    |
| 07:30          | 0     | 0    | 1     | 0    |
| 07:45          | 0     | 1    | 0     | 1    |
| 08:00          | 0     | 1    | 0     | 0    |
| 08:15          | 0     | 0    | 0     | 0    |
| 08:30          | 0     | 2    | 1     | 0    |
| 08:45          | 0     | 2    | 0     | 0    |
| 09:00          | 0     | 0    | 0     | 0    |
| 09:15          | 0     | 0    | 0     | 0    |
| 09:30          | 0     | 1    | 1     | 0    |
| 09:45          | 0     | 1    | 2     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 2     | 3    | 7     | 32   |
| 16:15              | 4     | 3    | 6     | 92   |
| 16:30              | 3     | 2    | 3     | 35   |
| 16:45              | 8     | 4    | 4     | 59   |
| 17:00              | 9     | 10   | 3     | 36   |
| 17:15              | 3     | 12   | 5     | 60   |
| 17:30              | 5     | 9    | 6     | 38   |
| 17:45              | 6     | 1    | 4     | 125  |
| 18:00              | 3     | 5    | 2     | 28   |
| 18:15              | 6     | 7    | 4     | 80   |
| 18:30              | 2     | 15   | 3     | 22   |
| 18:45              | 6     | 11   | 7     | 43   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 1     | 0    | 0     | 0    |
| 16:15          | 0     | 1    | 2     | 0    |
| 16:30          | 0     | 1    | 1     | 1    |
| 16:45          | 0     | 1    | 2     | 0    |
| 17:00          | 0     | 0    | 0     | 1    |
| 17:15          | 0     | 0    | 1     | 3    |
| 17:30          | 0     | 0    | 1     | 1    |
| 17:45          | 0     | 0    | 0     | 2    |
| 18:00          | 0     | 0    | 0     | 0    |
| 18:15          | 0     | 1    | 1     | 0    |
| 18:30          | 0     | 0    | 0     | 1    |
| 18:45          | 0     | 0    | 0     | 3    |

Location ID: 10  
 North/South: Argyle Ave  
 East/West: Yucca St

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |    |   | Westbound |    |    | Northbound |    |   | Eastbound |    |    | Totals: |
|------------|------------|----|---|-----------|----|----|------------|----|---|-----------|----|----|---------|
|            | 1          | 2  | 3 | 4         | 5  | 6  | 7          | 8  | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T  | L | R         | T  | L  | R          | T  | L | R         | T  | L  |         |
| 07:00      | 0          | 17 | 1 | 2         | 3  | 1  | 1          | 25 | 1 | 7         | 0  | 9  | 67      |
| 07:15      | 0          | 31 | 1 | 10        | 6  | 3  | 1          | 26 | 1 | 13        | 4  | 16 | 112     |
| 07:30      | 0          | 28 | 0 | 6         | 10 | 1  | 1          | 22 | 5 | 14        | 3  | 18 | 108     |
| 07:45      | 0          | 36 | 0 | 8         | 15 | 2  | 0          | 32 | 1 | 7         | 2  | 20 | 123     |
| 08:00      | 1          | 40 | 3 | 5         | 20 | 4  | 1          | 32 | 7 | 20        | 2  | 32 | 167     |
| 08:15      | 0          | 31 | 0 | 5         | 31 | 7  | 0          | 38 | 2 | 22        | 4  | 43 | 183     |
| 08:30      | 1          | 47 | 1 | 12        | 29 | 4  | 1          | 36 | 2 | 28        | 3  | 36 | 200     |
| 08:45      | 0          | 51 | 0 | 7         | 49 | 8  | 3          | 25 | 3 | 26        | 7  | 42 | 221     |
| 09:00      | 0          | 64 | 1 | 8         | 26 | 12 | 0          | 39 | 3 | 26        | 2  | 31 | 212     |
| 09:15      | 0          | 40 | 1 | 8         | 30 | 14 | 1          | 40 | 1 | 36        | 10 | 31 | 212     |
| 09:30      | 2          | 49 | 1 | 10        | 16 | 11 | 1          | 32 | 1 | 14        | 5  | 30 | 172     |
| 09:45      | 0          | 45 | 0 | 8         | 17 | 13 | 1          | 38 | 6 | 21        | 5  | 21 | 175     |

|               |    |     |    |     |     |     |    |     |    |     |    |     |      |
|---------------|----|-----|----|-----|-----|-----|----|-----|----|-----|----|-----|------|
| Total Volume: | 4  | 479 | 9  | 89  | 252 | 80  | 11 | 385 | 33 | 234 | 47 | 329 | 1952 |
| Approach %    | 1% | 97% | 2% | 21% | 60% | 19% | 3% | 90% | 8% | 38% | 8% | 54% |      |

|                |       |     |   |       |     |    |       |     |   |       |    |     |       |
|----------------|-------|-----|---|-------|-----|----|-------|-----|---|-------|----|-----|-------|
| Peak Hr Begin: | 8:30  |     |   |       |     |    |       |     |   |       |    |     |       |
| PHV            | 1     | 202 | 3 | 35    | 134 | 38 | 5     | 140 | 9 | 116   | 22 | 140 | 845   |
| PHF            | 0.792 |     |   | 0.809 |     |    | 0.917 |     |   | 0.903 |    |     | 0.956 |

|            | Southbound |    |   | Westbound |    |   | Northbound |     |   | Eastbound |    |    | Totals: |
|------------|------------|----|---|-----------|----|---|------------|-----|---|-----------|----|----|---------|
|            | 1          | 2  | 3 | 4         | 5  | 6 | 7          | 8   | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T  | L | R         | T  | L | R          | T   | L | R         | T  | L  |         |
| 15:00      | 0          | 27 | 2 | 11        | 8  | 2 | 2          | 87  | 4 | 12        | 9  | 57 | 221     |
| 15:15      | 1          | 31 | 1 | 3         | 8  | 1 | 2          | 67  | 6 | 13        | 9  | 55 | 197     |
| 15:30      | 2          | 27 | 1 | 8         | 8  | 1 | 2          | 73  | 2 | 20        | 17 | 54 | 215     |
| 15:45      | 1          | 26 | 2 | 6         | 13 | 1 | 4          | 86  | 3 | 20        | 13 | 59 | 234     |
| 16:00      | 1          | 25 | 0 | 12        | 11 | 2 | 3          | 73  | 5 | 19        | 13 | 54 | 218     |
| 16:15      | 1          | 20 | 2 | 10        | 10 | 2 | 4          | 70  | 4 | 11        | 14 | 60 | 208     |
| 16:30      | 0          | 22 | 2 | 5         | 18 | 2 | 4          | 86  | 7 | 13        | 12 | 59 | 230     |
| 16:45      | 0          | 36 | 3 | 17        | 11 | 4 | 5          | 103 | 7 | 8         | 18 | 47 | 259     |
| 17:00      | 0          | 27 | 1 | 19        | 8  | 2 | 4          | 92  | 5 | 10        | 13 | 62 | 243     |
| 17:15      | 0          | 24 | 1 | 25        | 16 | 1 | 7          | 107 | 4 | 22        | 23 | 60 | 290     |
| 17:30      | 0          | 21 | 3 | 13        | 12 | 4 | 3          | 113 | 8 | 16        | 19 | 60 | 272     |
| 17:45      | 1          | 37 | 4 | 18        | 18 | 1 | 4          | 112 | 6 | 14        | 29 | 59 | 303     |

|               |    |     |    |     |     |    |    |      |    |     |     |     |      |
|---------------|----|-----|----|-----|-----|----|----|------|----|-----|-----|-----|------|
| Total Volume: | 7  | 323 | 22 | 147 | 141 | 23 | 44 | 1069 | 61 | 178 | 189 | 686 | 2890 |
| Approach %    | 2% | 92% | 6% | 47% | 45% | 7% | 4% | 91%  | 5% | 17% | 18% | 65% |      |

|                |       |     |   |       |    |   |       |     |    |       |    |     |       |
|----------------|-------|-----|---|-------|----|---|-------|-----|----|-------|----|-----|-------|
| Peak Hr Begin: | 17:00 |     |   |       |    |   |       |     |    |       |    |     |       |
| PHV            | 1     | 109 | 9 | 75    | 54 | 8 | 18    | 424 | 23 | 62    | 84 | 241 | 1108  |
| PHF            | 0.708 |     |   | 0.815 |    |   | 0.938 |     |    | 0.921 |    |     | 0.914 |



| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 1     | 11   | 1     | 2    |
| 07:15              | 3     | 9    | 3     | 4    |
| 07:30              | 0     | 13   | 1     | 0    |
| 07:45              | 1     | 12   | 3     | 1    |
| 08:00              | 1     | 8    | 5     | 1    |
| 08:15              | 3     | 15   | 4     | 5    |
| 08:30              | 1     | 4    | 2     | 1    |
| 08:45              | 4     | 12   | 3     | 2    |
| 09:00              | 2     | 14   | 2     | 2    |
| 09:15              | 1     | 8    | 1     | 0    |
| 09:30              | 3     | 7    | 6     | 3    |
| 09:45              | 2     | 13   | 6     | 1    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 0    | 0     | 0    |
| 07:15          | 0     | 0    | 0     | 0    |
| 07:30          | 0     | 0    | 0     | 0    |
| 07:45          | 0     | 0    | 0     | 0    |
| 08:00          | 1     | 0    | 0     | 0    |
| 08:15          | 1     | 0    | 0     | 0    |
| 08:30          | 1     | 1    | 0     | 0    |
| 08:45          | 0     | 0    | 0     | 0    |
| 09:00          | 0     | 0    | 0     | 0    |
| 09:15          | 0     | 0    | 0     | 0    |
| 09:30          | 0     | 0    | 0     | 0    |
| 09:45          | 0     | 0    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 5     | 11   | 8     | 4    |
| 16:15              | 5     | 14   | 11    | 5    |
| 16:30              | 3     | 25   | 6     | 5    |
| 16:45              | 12    | 15   | 7     | 4    |
| 17:00              | 0     | 14   | 4     | 3    |
| 17:15              | 4     | 14   | 3     | 5    |
| 17:30              | 5     | 9    | 1     | 2    |
| 17:45              | 5     | 16   | 10    | 6    |
| 18:00              | 18    | 20   | 9     | 3    |
| 18:15              | 8     | 6    | 4     | 6    |
| 18:30              | 5     | 17   | 6     | 4    |
| 18:45              | 4     | 20   | 3     | 4    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 1    | 0     | 0    |
| 16:15          | 0     | 1    | 0     | 0    |
| 16:30          | 1     | 1    | 1     | 0    |
| 16:45          | 0     | 0    | 0     | 0    |
| 17:00          | 0     | 0    | 0     | 0    |
| 17:15          | 0     | 0    | 0     | 3    |
| 17:30          | 0     | 0    | 0     | 1    |
| 17:45          | 0     | 0    | 1     | 0    |
| 18:00          | 1     | 0    | 0     | 2    |
| 18:15          | 0     | 0    | 0     | 0    |
| 18:30          | 1     | 1    | 1     | 2    |
| 18:45          | 0     | 0    | 0     | 1    |

Location ID: 12  
 North/South: Cahuenga Blvd  
 East/West: Hollywood Blvd

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |     |    | Westbound |     |    | Northbound |     |   | Eastbound |     |    | Totals: |
|------------|------------|-----|----|-----------|-----|----|------------|-----|---|-----------|-----|----|---------|
|            | 1          | 2   | 3  | 4         | 5   | 6  | 7          | 8   | 9 | 10        | 11  | 12 |         |
| Movements: | R          | T   | L  | R         | T   | L  | R          | T   | L | R         | T   | L  |         |
| 07:00      | 33         | 185 | 4  | 7         | 174 | 5  | 2          | 41  | 2 | 2         | 62  | 5  | 522     |
| 07:15      | 50         | 238 | 5  | 4         | 153 | 15 | 0          | 62  | 1 | 2         | 79  | 2  | 611     |
| 07:30      | 78         | 288 | 8  | 7         | 248 | 14 | 2          | 103 | 0 | 7         | 80  | 9  | 844     |
| 07:45      | 65         | 330 | 6  | 8         | 240 | 12 | 4          | 91  | 2 | 1         | 104 | 11 | 874     |
| 08:00      | 73         | 270 | 13 | 10        | 288 | 15 | 5          | 116 | 3 | 3         | 132 | 7  | 935     |
| 08:15      | 69         | 288 | 7  | 10        | 243 | 11 | 8          | 147 | 7 | 6         | 109 | 10 | 915     |
| 08:30      | 98         | 316 | 9  | 7         | 235 | 14 | 7          | 172 | 3 | 9         | 112 | 15 | 997     |
| 08:45      | 96         | 289 | 4  | 10        | 224 | 17 | 8          | 145 | 3 | 9         | 123 | 5  | 933     |
| 09:00      | 76         | 278 | 6  | 9         | 254 | 19 | 12         | 151 | 4 | 8         | 144 | 8  | 969     |
| 09:15      | 54         | 285 | 9  | 8         | 252 | 25 | 6          | 141 | 5 | 6         | 123 | 10 | 924     |
| 09:30      | 82         | 270 | 9  | 2         | 198 | 20 | 11         | 144 | 7 | 8         | 101 | 13 | 865     |
| 09:45      | 80         | 253 | 2  | 4         | 223 | 14 | 9          | 123 | 2 | 7         | 135 | 15 | 867     |

|               |     |      |    |    |      |     |    |      |    |    |      |     |       |
|---------------|-----|------|----|----|------|-----|----|------|----|----|------|-----|-------|
| Total Volume: | 854 | 3290 | 82 | 86 | 2732 | 181 | 74 | 1436 | 39 | 68 | 1304 | 110 | 10256 |
| Approach %    | 20% | 78%  | 2% | 3% | 91%  | 6%  | 5% | 93%  | 3% | 5% | 88%  | 7%  |       |

|                |       |      |    |       |     |    |       |     |    |       |     |    |       |
|----------------|-------|------|----|-------|-----|----|-------|-----|----|-------|-----|----|-------|
| Peak Hr Begin: | 8:30  |      |    |       |     |    |       |     |    |       |     |    |       |
| PHV            | 324   | 1168 | 28 | 34    | 965 | 75 | 33    | 609 | 15 | 32    | 502 | 38 | 3823  |
| PHF            | 0.898 |      |    | 0.942 |     |    | 0.902 |     |    | 0.894 |     |    | 0.959 |

|            | Southbound |     |    | Westbound |     |    | Northbound |     |   | Eastbound |     |    | Totals: |
|------------|------------|-----|----|-----------|-----|----|------------|-----|---|-----------|-----|----|---------|
|            | 1          | 2   | 3  | 4         | 5   | 6  | 7          | 8   | 9 | 10        | 11  | 12 |         |
| Movements: | R          | T   | L  | R         | T   | L  | R          | T   | L | R         | T   | L  |         |
| 15:00      | 26         | 120 | 9  | 20        | 166 | 12 | 43         | 174 | 4 | 5         | 200 | 18 | 797     |
| 15:15      | 15         | 152 | 7  | 17        | 165 | 8  | 19         | 231 | 8 | 9         | 203 | 19 | 853     |
| 15:30      | 23         | 153 | 10 | 17        | 196 | 10 | 15         | 241 | 6 | 6         | 204 | 21 | 902     |
| 15:45      | 22         | 130 | 6  | 20        | 158 | 15 | 18         | 232 | 5 | 9         | 199 | 24 | 838     |
| 16:00      | 16         | 126 | 3  | 22        | 165 | 9  | 21         | 260 | 0 | 7         | 214 | 25 | 868     |
| 16:15      | 13         | 138 | 1  | 29        | 174 | 7  | 23         | 303 | 2 | 3         | 178 | 16 | 887     |
| 16:30      | 20         | 137 | 1  | 25        | 172 | 13 | 20         | 263 | 1 | 8         | 191 | 19 | 870     |
| 16:45      | 21         | 137 | 2  | 26        | 169 | 14 | 32         | 259 | 1 | 8         | 177 | 19 | 865     |
| 17:00      | 14         | 163 | 2  | 16        | 195 | 11 | 25         | 221 | 1 | 8         | 226 | 18 | 900     |
| 17:15      | 35         | 203 | 0  | 15        | 150 | 9  | 19         | 140 | 0 | 9         | 228 | 12 | 820     |
| 17:30      | 29         | 207 | 1  | 26        | 184 | 13 | 24         | 180 | 3 | 6         | 207 | 17 | 897     |
| 17:45      | 21         | 185 | 1  | 25        | 202 | 10 | 23         | 245 | 0 | 5         | 203 | 15 | 935     |

|               |     |      |    |     |      |     |     |      |    |    |      |     |       |
|---------------|-----|------|----|-----|------|-----|-----|------|----|----|------|-----|-------|
| Total Volume: | 255 | 1851 | 43 | 258 | 2096 | 131 | 282 | 2749 | 31 | 83 | 2430 | 223 | 10432 |
| Approach %    | 12% | 86%  | 2% | 10% | 84%  | 5%  | 9%  | 90%  | 1% | 3% | 89%  | 8%  |       |

|                |       |     |   |       |     |    |       |     |   |       |     |    |       |
|----------------|-------|-----|---|-------|-----|----|-------|-----|---|-------|-----|----|-------|
| Peak Hr Begin: | 17:00 |     |   |       |     |    |       |     |   |       |     |    |       |
| PHV            | 99    | 758 | 4 | 82    | 731 | 43 | 91    | 786 | 4 | 28    | 864 | 62 | 3552  |
| PHF            | 0.904 |     |   | 0.903 |     |    | 0.822 |     |   | 0.946 |     |    | 0.950 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 11    | 6    | 8     | 4    |
| 07:15              | 18    | 9    | 17    | 5    |
| 07:30              | 18    | 6    | 19    | 7    |
| 07:45              | 11    | 11   | 22    | 8    |
| 08:00              | 17    | 13   | 32    | 8    |
| 08:15              | 25    | 9    | 15    | 8    |
| 08:30              | 42    | 13   | 22    | 16   |
| 08:45              | 36    | 9    | 30    | 22   |
| 09:00              | 44    | 13   | 26    | 9    |
| 09:15              | 26    | 9    | 40    | 11   |
| 09:30              | 30    | 9    | 32    | 9    |
| 09:45              | 43    | 20   | 50    | 16   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 0    | 0     | 0    |
| 07:15          | 0     | 1    | 0     | 1    |
| 07:30          | 1     | 3    | 0     | 0    |
| 07:45          | 1     | 3    | 1     | 3    |
| 08:00          | 0     | 1    | 0     | 1    |
| 08:15          | 1     | 2    | 0     | 4    |
| 08:30          | 0     | 3    | 0     | 0    |
| 08:45          | 0     | 1    | 0     | 0    |
| 09:00          | 1     | 3    | 0     | 1    |
| 09:15          | 1     | 3    | 0     | 1    |
| 09:30          | 1     | 2    | 0     | 0    |
| 09:45          | 0     | 4    | 0     | 4    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 113   | 41   | 113   | 34   |
| 16:15              | 130   | 20   | 157   | 44   |
| 16:30              | 100   | 21   | 141   | 49   |
| 16:45              | 128   | 37   | 116   | 42   |
| 17:00              | 99    | 24   | 107   | 29   |
| 17:15              | 116   | 20   | 117   | 43   |
| 17:30              | 96    | 37   | 118   | 34   |
| 17:45              | 114   | 31   | 107   | 28   |
| 18:00              | 115   | 45   | 124   | 49   |
| 18:15              | 91    | 31   | 137   | 31   |
| 18:30              | 108   | 20   | 150   | 34   |
| 18:45              | 104   | 41   | 120   | 29   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 1    | 0     | 2    |
| 16:15          | 0     | 2    | 1     | 2    |
| 16:30          | 1     | 1    | 2     | 1    |
| 16:45          | 0     | 1    | 0     | 4    |
| 17:00          | 2     | 4    | 1     | 0    |
| 17:15          | 4     | 2    | 0     | 1    |
| 17:30          | 1     | 3    | 0     | 2    |
| 17:45          | 1     | 1    | 1     | 3    |
| 18:00          | 0     | 1    | 1     | 3    |
| 18:15          | 0     | 0    | 0     | 1    |
| 18:30          | 1     | 5    | 0     | 2    |
| 18:45          | 3     | 1    | 1     | 8    |

Location ID: 13  
 North/South: Ivar Ave  
 East/West: Hollywood Blvd

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |    |   | Westbound |     |    | Northbound |    |   | Eastbound |     |    | Totals: |
|------------|------------|----|---|-----------|-----|----|------------|----|---|-----------|-----|----|---------|
|            | 1          | 2  | 3 | 4         | 5   | 6  | 7          | 8  | 9 | 10        | 11  | 12 |         |
| Movements: | R          | T  | L | R         | T   | L  | R          | T  | L | R         | T   | L  |         |
| 07:00      | 3          | 4  | 1 | 0         | 60  | 7  | 1          | 8  | 2 | 1         | 74  | 1  | 162     |
| 07:15      | 6          | 5  | 1 | 4         | 215 | 9  | 6          | 3  | 0 | 3         | 84  | 2  | 338     |
| 07:30      | 10         | 25 | 2 | 3         | 257 | 4  | 12         | 1  | 0 | 2         | 109 | 2  | 427     |
| 07:45      | 19         | 48 | 1 | 6         | 255 | 11 | 11         | 6  | 5 | 5         | 149 | 1  | 517     |
| 08:00      | 19         | 38 | 1 | 8         | 250 | 12 | 10         | 7  | 1 | 9         | 157 | 2  | 514     |
| 08:15      | 14         | 56 | 1 | 5         | 290 | 9  | 16         | 10 | 2 | 6         | 115 | 2  | 526     |
| 08:30      | 47         | 51 | 0 | 6         | 277 | 13 | 10         | 10 | 5 | 5         | 120 | 9  | 553     |
| 08:45      | 36         | 62 | 3 | 8         | 303 | 22 | 5          | 16 | 1 | 5         | 131 | 1  | 593     |
| 09:00      | 28         | 62 | 5 | 7         | 227 | 21 | 8          | 14 | 0 | 5         | 127 | 4  | 508     |
| 09:15      | 14         | 56 | 3 | 20        | 251 | 20 | 14         | 16 | 2 | 5         | 151 | 4  | 556     |
| 09:30      | 23         | 33 | 4 | 7         | 230 | 24 | 17         | 8  | 1 | 2         | 116 | 3  | 468     |
| 09:45      | 15         | 38 | 3 | 10        | 271 | 18 | 11         | 13 | 2 | 2         | 129 | 4  | 516     |

|               |     |     |    |    |      |     |     |     |    |    |      |    |      |
|---------------|-----|-----|----|----|------|-----|-----|-----|----|----|------|----|------|
| Total Volume: | 234 | 478 | 25 | 84 | 2886 | 170 | 121 | 112 | 21 | 50 | 1462 | 35 | 5678 |
| Approach %    | 32% | 65% | 3% | 3% | 92%  | 5%  | 48% | 44% | 8% | 3% | 95%  | 2% |      |

|                |       |     |    |       |      |    |       |    |   |       |     |    |       |
|----------------|-------|-----|----|-------|------|----|-------|----|---|-------|-----|----|-------|
| Peak Hr Begin: | 8:30  |     |    |       |      |    |       |    |   |       |     |    |       |
| PHV            | 125   | 231 | 11 | 41    | 1058 | 76 | 37    | 56 | 8 | 20    | 529 | 18 | 2210  |
| PHF            | 0.908 |     |    | 0.882 |      |    | 0.789 |    |   | 0.886 |     |    | 0.932 |

|            | Southbound |    |   | Westbound |     |    | Northbound |    |    | Eastbound |     |    | Totals: |
|------------|------------|----|---|-----------|-----|----|------------|----|----|-----------|-----|----|---------|
|            | 1          | 2  | 3 | 4         | 5   | 6  | 7          | 8  | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T  | L | R         | T   | L  | R          | T  | L  | R         | T   | L  |         |
| 15:00      | 8          | 8  | 1 | 7         | 216 | 9  | 24         | 31 | 6  | 5         | 207 | 8  | 530     |
| 15:15      | 8          | 9  | 3 | 11        | 202 | 9  | 18         | 28 | 7  | 5         | 217 | 4  | 521     |
| 15:30      | 6          | 9  | 2 | 6         | 194 | 14 | 33         | 60 | 15 | 4         | 204 | 9  | 556     |
| 15:45      | 10         | 7  | 3 | 4         | 184 | 14 | 17         | 37 | 12 | 5         | 195 | 10 | 498     |
| 16:00      | 4          | 11 | 1 | 14        | 162 | 19 | 33         | 35 | 17 | 4         | 207 | 6  | 513     |
| 16:15      | 2          | 6  | 4 | 12        | 176 | 14 | 32         | 46 | 8  | 5         | 185 | 3  | 493     |
| 16:30      | 3          | 15 | 2 | 3         | 175 | 7  | 28         | 39 | 5  | 11        | 227 | 3  | 518     |
| 16:45      | 4          | 11 | 4 | 9         | 179 | 13 | 22         | 47 | 8  | 0         | 203 | 7  | 507     |
| 17:00      | 5          | 8  | 2 | 10        | 170 | 20 | 32         | 69 | 13 | 11        | 207 | 8  | 555     |
| 17:15      | 5          | 10 | 2 | 13        | 170 | 10 | 22         | 54 | 3  | 5         | 238 | 8  | 540     |
| 17:30      | 5          | 9  | 4 | 12        | 169 | 12 | 29         | 42 | 9  | 8         | 205 | 8  | 512     |
| 17:45      | 4          | 8  | 3 | 11        | 155 | 12 | 21         | 44 | 9  | 9         | 224 | 9  | 509     |

|               |     |     |     |     |      |     |     |     |     |    |      |    |      |
|---------------|-----|-----|-----|-----|------|-----|-----|-----|-----|----|------|----|------|
| Total Volume: | 64  | 111 | 31  | 112 | 2152 | 153 | 311 | 532 | 112 | 72 | 2519 | 83 | 6252 |
| Approach %    | 31% | 54% | 15% | 5%  | 89%  | 6%  | 33% | 56% | 12% | 3% | 94%  | 3% |      |

|                |       |    |    |       |     |    |       |     |    |       |     |    |       |
|----------------|-------|----|----|-------|-----|----|-------|-----|----|-------|-----|----|-------|
| Peak Hr Begin: | 16:30 |    |    |       |     |    |       |     |    |       |     |    |       |
| PHV            | 17    | 44 | 10 | 35    | 694 | 50 | 104   | 209 | 29 | 27    | 875 | 26 | 2120  |
| PHF            | 0.986 |    |    | 0.974 |     |    | 0.750 |     |    | 0.924 |     |    | 0.955 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 11    | 2    | 12    | 2    |
| 07:15              | 7     | 2    | 26    | 3    |
| 07:30              | 12    | 1    | 23    | 4    |
| 07:45              | 17    | 3    | 28    | 0    |
| 08:00              | 20    | 6    | 26    | 1    |
| 08:15              | 19    | 9    | 53    | 3    |
| 08:30              | 26    | 6    | 53    | 8    |
| 08:45              | 42    | 12   | 49    | 4    |
| 09:00              | 31    | 13   | 34    | 6    |
| 09:15              | 28    | 10   | 46    | 3    |
| 09:30              | 22    | 4    | 38    | 3    |
| 09:45              | 51    | 20   | 63    | 7    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 0    | 1     | 0    |
| 07:15          | 0     | 0    | 0     | 0    |
| 07:30          | 0     | 2    | 0     | 0    |
| 07:45          | 0     | 3    | 1     | 4    |
| 08:00          | 1     | 3    | 0     | 3    |
| 08:15          | 0     | 2    | 0     | 3    |
| 08:30          | 0     | 6    | 0     | 0    |
| 08:45          | 0     | 4    | 0     | 0    |
| 09:00          | 0     | 6    | 0     | 0    |
| 09:15          | 0     | 4    | 1     | 2    |
| 09:30          | 0     | 2    | 1     | 2    |
| 09:45          | 0     | 6    | 0     | 2    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 84    | 16   | 116   | 9    |
| 16:15              | 56    | 6    | 98    | 4    |
| 16:30              | 78    | 11   | 124   | 13   |
| 16:45              | 60    | 11   | 129   | 7    |
| 17:00              | 76    | 16   | 147   | 12   |
| 17:15              | 77    | 3    | 120   | 7    |
| 17:30              | 75    | 5    | 130   | 6    |
| 17:45              | 63    | 11   | 116   | 8    |
| 18:00              | 76    | 18   | 117   | 18   |
| 18:15              | 79    | 15   | 187   | 6    |
| 18:30              | 42    | 5    | 63    | 3    |
| 18:45              | 0     | 0    | 0     | 0    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 2    | 1     | 1    |
| 16:15          | 0     | 2    | 3     | 4    |
| 16:30          | 0     | 1    | 1     | 1    |
| 16:45          | 1     | 6    | 1     | 4    |
| 17:00          | 0     | 4    | 1     | 2    |
| 17:15          | 0     | 1    | 2     | 0    |
| 17:30          | 0     | 1    | 2     | 9    |
| 17:45          | 1     | 1    | 0     | 3    |
| 18:00          | 0     | 1    | 1     | 5    |
| 18:15          | 0     | 0    | 0     | 3    |
| 18:30          | 0     | 1    | 1     | 2    |
| 18:45          | 0     | 0    | 0     | 0    |

Location ID: 14  
 North/South: Vine St  
 East/West: Hollywood Blvd

Date: 05/12/15  
 City: Hollywood, CA

| Movements: | Southbound |     |    | Westbound |     |    | Northbound |     |    | Eastbound |     |    | Totals: |
|------------|------------|-----|----|-----------|-----|----|------------|-----|----|-----------|-----|----|---------|
|            | 1          | 2   | 3  | 4         | 5   | 6  | 7          | 8   | 9  | 10        | 11  | 12 |         |
|            | R          | T   | L  | R         | T   | L  | R          | T   | L  | R         | T   | L  |         |
| 07:00      | 9          | 238 | 8  | 0         | 151 | 24 | 23         | 79  | 7  | 1         | 62  | 4  | 606     |
| 07:15      | 7          | 263 | 11 | 5         | 222 | 21 | 30         | 71  | 9  | 0         | 79  | 2  | 720     |
| 07:30      | 26         | 275 | 5  | 2         | 242 | 20 | 21         | 119 | 15 | 1         | 105 | 3  | 834     |
| 07:45      | 17         | 271 | 7  | 5         | 246 | 26 | 28         | 102 | 12 | 0         | 141 | 6  | 861     |
| 08:00      | 29         | 272 | 3  | 6         | 226 | 21 | 42         | 104 | 19 | 0         | 167 | 3  | 892     |
| 08:15      | 25         | 232 | 5  | 2         | 262 | 27 | 25         | 118 | 20 | 9         | 115 | 6  | 846     |
| 08:30      | 28         | 247 | 4  | 5         | 242 | 22 | 32         | 152 | 32 | 1         | 98  | 7  | 870     |
| 08:45      | 36         | 241 | 16 | 4         | 267 | 18 | 50         | 126 | 24 | 1         | 117 | 8  | 908     |
| 09:00      | 12         | 276 | 7  | 6         | 230 | 36 | 36         | 140 | 18 | 1         | 116 | 8  | 886     |
| 09:15      | 15         | 234 | 9  | 15        | 278 | 24 | 45         | 106 | 15 | 2         | 148 | 7  | 898     |
| 09:30      | 15         | 262 | 3  | 8         | 219 | 31 | 48         | 118 | 21 | 3         | 107 | 10 | 845     |
| 09:45      | 28         | 227 | 9  | 7         | 247 | 26 | 48         | 122 | 28 | 1         | 120 | 6  | 869     |

|               |     |      |    |    |      |     |     |      |     |    |      |    |       |
|---------------|-----|------|----|----|------|-----|-----|------|-----|----|------|----|-------|
| Total Volume: | 247 | 3038 | 87 | 65 | 2832 | 296 | 428 | 1357 | 220 | 20 | 1375 | 70 | 10035 |
| Approach %    | 7%  | 90%  | 3% | 2% | 89%  | 9%  | 21% | 68%  | 11% | 1% | 94%  | 5% |       |

|                |       |     |    |       |      |     |       |     |    |       |     |    |       |
|----------------|-------|-----|----|-------|------|-----|-------|-----|----|-------|-----|----|-------|
| Peak Hr Begin: | 8:30  |     |    |       |      |     |       |     |    |       |     |    |       |
| PHV            | 91    | 998 | 36 | 30    | 1017 | 100 | 163   | 524 | 89 | 5     | 479 | 30 | 3562  |
| PHF            | 0.953 |     |    | 0.905 |      |     | 0.898 |     |    | 0.818 |     |    | 0.981 |

| Movements: | Southbound |     |    | Westbound |     |    | Northbound |     |    | Eastbound |     |    | Totals: |
|------------|------------|-----|----|-----------|-----|----|------------|-----|----|-----------|-----|----|---------|
|            | 1          | 2   | 3  | 4         | 5   | 6  | 7          | 8   | 9  | 10        | 11  | 12 |         |
|            | R          | T   | L  | R         | T   | L  | R          | T   | L  | R         | T   | L  |         |
| 15:00      | 13         | 135 | 6  | 14        | 188 | 19 | 50         | 166 | 29 | 2         | 193 | 10 | 825     |
| 15:15      | 6          | 162 | 12 | 12        | 176 | 9  | 38         | 202 | 37 | 3         | 196 | 10 | 863     |
| 15:30      | 14         | 205 | 5  | 13        | 158 | 20 | 53         | 239 | 35 | 3         | 206 | 12 | 963     |
| 15:45      | 8          | 168 | 15 | 10        | 144 | 16 | 49         | 247 | 33 | 2         | 195 | 12 | 899     |
| 16:00      | 17         | 191 | 6  | 19        | 152 | 17 | 51         | 221 | 38 | 5         | 221 | 18 | 956     |
| 16:15      | 23         | 196 | 16 | 18        | 157 | 16 | 54         | 234 | 24 | 4         | 197 | 12 | 951     |
| 16:30      | 19         | 188 | 11 | 11        | 139 | 11 | 56         | 249 | 25 | 3         | 205 | 15 | 932     |
| 16:45      | 22         | 218 | 17 | 27        | 154 | 15 | 61         | 228 | 23 | 1         | 195 | 12 | 973     |
| 17:00      | 15         | 206 | 12 | 29        | 159 | 18 | 57         | 257 | 20 | 5         | 211 | 9  | 998     |
| 17:15      | 14         | 181 | 15 | 30        | 146 | 13 | 55         | 262 | 35 | 3         | 225 | 17 | 996     |
| 17:30      | 19         | 178 | 16 | 27        | 184 | 17 | 54         | 257 | 27 | 4         | 226 | 9  | 1018    |
| 17:45      | 14         | 195 | 14 | 18        | 172 | 21 | 51         | 257 | 33 | 3         | 227 | 17 | 1022    |

|               |     |      |     |     |      |     |     |      |     |    |      |     |       |
|---------------|-----|------|-----|-----|------|-----|-----|------|-----|----|------|-----|-------|
| Total Volume: | 184 | 2223 | 145 | 228 | 1929 | 192 | 629 | 2819 | 359 | 38 | 2497 | 153 | 11396 |
| Approach %    | 7%  | 87%  | 6%  | 10% | 82%  | 8%  | 17% | 74%  | 9%  | 1% | 93%  | 6%  |       |

|                |       |     |    |       |     |    |       |      |     |       |     |    |       |
|----------------|-------|-----|----|-------|-----|----|-------|------|-----|-------|-----|----|-------|
| Peak Hr Begin: | 17:00 |     |    |       |     |    |       |      |     |       |     |    |       |
| PHV            | 62    | 760 | 57 | 104   | 661 | 69 | 217   | 1033 | 115 | 15    | 889 | 52 | 4034  |
| PHF            | 0.943 |     |    | 0.914 |     |    | 0.969 |      |     | 0.968 |     |    | 0.987 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 15    | 0    | 54    | 23   |
| 07:15              | 13    | 0    | 72    | 13   |
| 07:30              | 23    | 0    | 69    | 32   |
| 07:45              | 20    | 0    | 63    | 24   |
| 08:00              | 35    | 0    | 78    | 21   |
| 08:15              | 40    | 0    | 110   | 40   |
| 08:30              | 44    | 0    | 123   | 40   |
| 08:45              | 46    | 2    | 91    | 56   |
| 09:00              | 60    | 0    | 95    | 41   |
| 09:15              | 46    | 1    | 80    | 30   |
| 09:30              | 34    | 0    | 69    | 23   |
| 09:45              | 49    | 4    | 96    | 31   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 2    | 0     | 1    |
| 07:15          | 0     | 1    | 1     | 0    |
| 07:30          | 1     | 1    | 0     | 1    |
| 07:45          | 1     | 3    | 1     | 2    |
| 08:00          | 0     | 8    | 1     | 4    |
| 08:15          | 0     | 4    | 0     | 3    |
| 08:30          | 1     | 1    | 2     | 0    |
| 08:45          | 2     | 4    | 0     | 1    |
| 09:00          | 0     | 8    | 1     | 1    |
| 09:15          | 0     | 4    | 1     | 1    |
| 09:30          | 0     | 2    | 0     | 0    |
| 09:45          | 0     | 4    | 0     | 4    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 89    | 1    | 183   | 75   |
| 16:15              | 64    | 0    | 165   | 63   |
| 16:30              | 89    | 0    | 144   | 70   |
| 16:45              | 74    | 1    | 169   | 61   |
| 17:00              | 104   | 2    | 204   | 47   |
| 17:15              | 81    | 7    | 149   | 72   |
| 17:30              | 80    | 0    | 168   | 59   |
| 17:45              | 84    | 2    | 187   | 84   |
| 18:00              | 89    | 2    | 175   | 66   |
| 18:15              | 93    | 0    | 241   | 101  |
| 18:30              | 86    | 0    | 217   | 66   |
| 18:45              | 101   | 2    | 175   | 82   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 5    | 2     | 2    |
| 16:15          | 0     | 2    | 1     | 2    |
| 16:30          | 0     | 3    | 0     | 2    |
| 16:45          | 0     | 3    | 1     | 5    |
| 17:00          | 2     | 3    | 0     | 4    |
| 17:15          | 0     | 6    | 2     | 2    |
| 17:30          | 0     | 2    | 2     | 13   |
| 17:45          | 0     | 2    | 0     | 3    |
| 18:00          | 0     | 3    | 0     | 4    |
| 18:15          | 0     | 3    | 1     | 5    |
| 18:30          | 0     | 3    | 0     | 3    |
| 18:45          | 0     | 5    | 0     | 6    |

Location ID: 15  
 North/South: Argyle Ave  
 East/West: Hollywood Blvd

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |    |    | Westbound |     |    | Northbound |    |    | Eastbound |     |    | Totals: |
|------------|------------|----|----|-----------|-----|----|------------|----|----|-----------|-----|----|---------|
|            | 1          | 2  | 3  | 4         | 5   | 6  | 7          | 8  | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T  | L  | R         | T   | L  | R          | T  | L  | R         | T   | L  |         |
| 07:00      | 14         | 12 | 8  | 7         | 169 | 18 | 8          | 13 | 1  | 16        | 78  | 9  | 353     |
| 07:15      | 10         | 25 | 5  | 2         | 216 | 27 | 9          | 18 | 1  | 13        | 103 | 11 | 440     |
| 07:30      | 7          | 22 | 4  | 5         | 254 | 26 | 5          | 10 | 4  | 16        | 105 | 10 | 468     |
| 07:45      | 12         | 22 | 3  | 5         | 267 | 30 | 4          | 17 | 3  | 23        | 145 | 14 | 545     |
| 08:00      | 5          | 41 | 5  | 13        | 269 | 40 | 7          | 19 | 3  | 25        | 173 | 13 | 613     |
| 08:15      | 21         | 57 | 2  | 5         | 283 | 42 | 9          | 16 | 5  | 24        | 107 | 15 | 586     |
| 08:30      | 11         | 56 | 10 | 10        | 246 | 47 | 6          | 22 | 3  | 16        | 118 | 12 | 557     |
| 08:45      | 13         | 55 | 8  | 5         | 259 | 53 | 10         | 27 | 8  | 30        | 143 | 14 | 625     |
| 09:00      | 17         | 54 | 14 | 13        | 260 | 43 | 10         | 19 | 8  | 25        | 119 | 14 | 596     |
| 09:15      | 12         | 50 | 12 | 8         | 287 | 43 | 7          | 24 | 5  | 38        | 135 | 26 | 647     |
| 09:30      | 8          | 58 | 12 | 12        | 224 | 47 | 15         | 15 | 11 | 25        | 116 | 17 | 560     |
| 09:45      | 8          | 59 | 16 | 19        | 265 | 45 | 8          | 21 | 7  | 35        | 133 | 17 | 633     |

|               |     |     |     |     |      |     |     |     |     |     |      |     |      |
|---------------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|------|
| Total Volume: | 138 | 511 | 99  | 104 | 2999 | 461 | 98  | 221 | 59  | 286 | 1475 | 172 | 6623 |
| Approach %    | 18% | 68% | 13% | 3%  | 84%  | 13% | 26% | 58% | 16% | 15% | 76%  | 9%  |      |

|                |       |     |    |       |      |     |       |    |    |       |     |    |       |
|----------------|-------|-----|----|-------|------|-----|-------|----|----|-------|-----|----|-------|
| Peak Hr Begin: | 9:00  |     |    |       |      |     |       |    |    |       |     |    |       |
| PHV            | 45    | 221 | 54 | 52    | 1036 | 178 | 40    | 79 | 31 | 123   | 503 | 74 | 2436  |
| PHF            | 0.941 |     |    | 0.936 |      |     | 0.915 |    |    | 0.879 |     |    | 0.941 |

|            | Southbound |    |    | Westbound |     |    | Northbound |    |    | Eastbound |     |    | Totals: |
|------------|------------|----|----|-----------|-----|----|------------|----|----|-----------|-----|----|---------|
|            | 1          | 2  | 3  | 4         | 5   | 6  | 7          | 8  | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T  | L  | R         | T   | L  | R          | T  | L  | R         | T   | L  |         |
| 15:00      | 10         | 24 | 6  | 18        | 181 | 18 | 11         | 50 | 7  | 35        | 212 | 12 | 584     |
| 15:15      | 16         | 27 | 10 | 10        | 171 | 13 | 10         | 40 | 13 | 32        | 203 | 22 | 567     |
| 15:30      | 16         | 35 | 10 | 17        | 156 | 15 | 10         | 47 | 13 | 32        | 208 | 31 | 590     |
| 15:45      | 7          | 29 | 7  | 20        | 181 | 18 | 13         | 50 | 9  | 36        | 197 | 17 | 584     |
| 16:00      | 7          | 25 | 8  | 15        | 156 | 12 | 7          | 50 | 9  | 33        | 213 | 25 | 560     |
| 16:15      | 12         | 22 | 10 | 21        | 165 | 16 | 13         | 57 | 16 | 43        | 200 | 32 | 607     |
| 16:30      | 10         | 27 | 5  | 34        | 156 | 13 | 11         | 55 | 3  | 32        | 222 | 16 | 584     |
| 16:45      | 12         | 34 | 11 | 30        | 180 | 19 | 7          | 78 | 8  | 44        | 201 | 28 | 652     |
| 17:00      | 12         | 24 | 10 | 34        | 187 | 11 | 8          | 59 | 5  | 37        | 213 | 32 | 632     |
| 17:15      | 18         | 29 | 11 | 32        | 168 | 17 | 18         | 87 | 15 | 37        | 221 | 35 | 688     |
| 17:30      | 19         | 40 | 7  | 40        | 187 | 20 | 8          | 70 | 8  | 51        | 237 | 23 | 710     |
| 17:45      | 15         | 29 | 8  | 38        | 169 | 19 | 10         | 65 | 9  | 41        | 242 | 19 | 664     |

|               |     |     |     |     |      |     |     |     |     |     |      |     |      |
|---------------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|------|
| Total Volume: | 154 | 345 | 103 | 309 | 2057 | 191 | 126 | 708 | 115 | 453 | 2569 | 292 | 7422 |
| Approach %    | 26% | 57% | 17% | 12% | 80%  | 7%  | 13% | 75% | 12% | 14% | 78%  | 9%  |      |

|                |       |     |    |       |     |    |       |     |    |       |     |     |       |
|----------------|-------|-----|----|-------|-----|----|-------|-----|----|-------|-----|-----|-------|
| Peak Hr Begin: | 17:00 |     |    |       |     |    |       |     |    |       |     |     |       |
| PHV            | 64    | 122 | 36 | 144   | 711 | 67 | 44    | 281 | 37 | 166   | 913 | 109 | 2694  |
| PHF            | 0.841 |     |    | 0.933 |     |    | 0.754 |     |    | 0.955 |     |     | 0.949 |



| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 10    | 0    | 30    | 15   |
| 07:15              | 14    | 0    | 22    | 19   |
| 07:30              | 24    | 0    | 36    | 17   |
| 07:45              | 11    | 0    | 55    | 15   |
| 08:00              | 29    | 0    | 65    | 15   |
| 08:15              | 35    | 0    | 43    | 13   |
| 08:30              | 47    | 0    | 50    | 37   |
| 08:45              | 39    | 0    | 61    | 25   |
| 09:00              | 40    | 0    | 70    | 19   |
| 09:15              | 27    | 0    | 64    | 31   |
| 09:30              | 37    | 0    | 54    | 18   |
| 09:45              | 47    | 0    | 68    | 28   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 1     | 0    | 4     | 0    |
| 07:15          | 0     | 0    | 1     | 1    |
| 07:30          | 3     | 0    | 2     | 0    |
| 07:45          | 4     | 0    | 2     | 0    |
| 08:00          | 7     | 0    | 4     | 0    |
| 08:15          | 2     | 0    | 4     | 1    |
| 08:30          | 1     | 0    | 1     | 0    |
| 08:45          | 3     | 0    | 2     | 1    |
| 09:00          | 6     | 0    | 2     | 0    |
| 09:15          | 5     | 0    | 1     | 0    |
| 09:30          | 3     | 0    | 0     | 0    |
| 09:45          | 1     | 0    | 2     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 42    | 0    | 89    | 42   |
| 16:15              | 55    | 0    | 97    | 26   |
| 16:30              | 42    | 0    | 76    | 23   |
| 16:45              | 57    | 0    | 93    | 20   |
| 17:00              | 40    | 0    | 107   | 27   |
| 17:15              | 42    | 0    | 83    | 36   |
| 17:30              | 49    | 0    | 129   | 36   |
| 17:45              | 46    | 0    | 105   | 27   |
| 18:00              | 59    | 0    | 92    | 35   |
| 18:15              | 6     | 0    | 112   | 18   |
| 18:30              | 71    | 0    | 103   | 51   |
| 18:45              | 38    | 0    | 60    | 32   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 1     | 0    | 4     | 1    |
| 16:15          | 2     | 0    | 4     | 2    |
| 16:30          | 2     | 0    | 2     | 0    |
| 16:45          | 5     | 0    | 6     | 1    |
| 17:00          | 2     | 0    | 0     | 0    |
| 17:15          | 1     | 0    | 0     | 1    |
| 17:30          | 5     | 0    | 8     | 0    |
| 17:45          | 1     | 0    | 3     | 0    |
| 18:00          | 2     | 0    | 2     | 2    |
| 18:15          | 3     | 0    | 5     | 1    |
| 18:30          | 2     | 0    | 3     | 1    |
| 18:45          | 1     | 0    | 4     | 0    |

Location ID: 16  
 North/South: Gower St  
 East/West: Hollywood Blvd

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |     |    | Westbound |     |    | Northbound |    |    | Eastbound |     |    | Totals: |
|------------|------------|-----|----|-----------|-----|----|------------|----|----|-----------|-----|----|---------|
|            | 1          | 2   | 3  | 4         | 5   | 6  | 7          | 8  | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T   | L  | R         | T   | L  | R          | T  | L  | R         | T   | L  |         |
| 07:00      | 26         | 123 | 44 | 2         | 135 | 17 | 8          | 30 | 5  | 2         | 81  | 1  | 474     |
| 07:15      | 32         | 122 | 47 | 2         | 219 | 15 | 7          | 54 | 4  | 4         | 93  | 6  | 605     |
| 07:30      | 43         | 120 | 32 | 1         | 253 | 17 | 12         | 54 | 9  | 11        | 82  | 7  | 641     |
| 07:45      | 87         | 101 | 22 | 6         | 277 | 11 | 14         | 59 | 14 | 8         | 119 | 13 | 731     |
| 08:00      | 91         | 93  | 17 | 6         | 277 | 18 | 11         | 68 | 16 | 11        | 148 | 9  | 765     |
| 08:15      | 86         | 110 | 10 | 7         | 293 | 19 | 10         | 63 | 8  | 5         | 134 | 9  | 754     |
| 08:30      | 87         | 90  | 14 | 5         | 266 | 13 | 13         | 76 | 7  | 6         | 121 | 16 | 714     |
| 08:45      | 119        | 126 | 14 | 6         | 295 | 17 | 18         | 80 | 15 | 9         | 124 | 6  | 829     |
| 09:00      | 125        | 91  | 18 | 5         | 259 | 20 | 17         | 65 | 12 | 9         | 102 | 9  | 732     |
| 09:15      | 96         | 97  | 22 | 9         | 258 | 14 | 7          | 64 | 10 | 6         | 124 | 23 | 730     |
| 09:30      | 78         | 106 | 14 | 8         | 208 | 6  | 16         | 68 | 15 | 7         | 138 | 10 | 674     |
| 09:45      | 83         | 113 | 18 | 7         | 217 | 16 | 11         | 54 | 13 | 15        | 117 | 8  | 672     |

|               |     |      |     |    |      |     |     |     |     |    |      |     |      |
|---------------|-----|------|-----|----|------|-----|-----|-----|-----|----|------|-----|------|
| Total Volume: | 953 | 1292 | 272 | 64 | 2957 | 183 | 144 | 735 | 128 | 93 | 1383 | 117 | 8321 |
| Approach %    | 38% | 51%  | 11% | 2% | 92%  | 6%  | 14% | 73% | 13% | 6% | 87%  | 7%  |      |

|                |       |     |    |       |      |    |       |     |    |       |     |    |       |
|----------------|-------|-----|----|-------|------|----|-------|-----|----|-------|-----|----|-------|
| Peak Hr Begin: | 8:00  |     |    |       |      |    |       |     |    |       |     |    |       |
| PHV            | 383   | 419 | 55 | 24    | 1131 | 67 | 52    | 287 | 46 | 31    | 527 | 40 | 3062  |
| PHF            | 0.827 |     |    | 0.958 |      |    | 0.852 |     |    | 0.890 |     |    | 0.923 |

|            | Southbound |     |    | Westbound |     |    | Northbound |     |    | Eastbound |     |    | Totals: |
|------------|------------|-----|----|-----------|-----|----|------------|-----|----|-----------|-----|----|---------|
|            | 1          | 2   | 3  | 4         | 5   | 6  | 7          | 8   | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T   | L  | R         | T   | L  | R          | T   | L  | R         | T   | L  |         |
| 15:00      | 31         | 87  | 12 | 13        | 152 | 15 | 20         | 103 | 23 | 13        | 206 | 13 | 688     |
| 15:15      | 35         | 98  | 20 | 6         | 143 | 20 | 19         | 112 | 18 | 17        | 244 | 23 | 755     |
| 15:30      | 31         | 91  | 20 | 11        | 159 | 12 | 18         | 112 | 13 | 12        | 235 | 21 | 735     |
| 15:45      | 35         | 97  | 16 | 13        | 172 | 14 | 23         | 105 | 7  | 19        | 225 | 21 | 747     |
| 16:00      | 32         | 91  | 14 | 13        | 166 | 13 | 27         | 113 | 21 | 17        | 227 | 22 | 756     |
| 16:15      | 35         | 91  | 20 | 5         | 167 | 21 | 19         | 133 | 14 | 12        | 193 | 25 | 735     |
| 16:30      | 25         | 92  | 9  | 23        | 169 | 17 | 26         | 139 | 11 | 16        | 158 | 25 | 710     |
| 16:45      | 26         | 86  | 8  | 16        | 190 | 17 | 30         | 137 | 14 | 17        | 228 | 15 | 784     |
| 17:00      | 29         | 90  | 8  | 12        | 153 | 20 | 23         | 152 | 21 | 15        | 203 | 21 | 747     |
| 17:15      | 42         | 108 | 16 | 22        | 181 | 15 | 17         | 151 | 9  | 13        | 239 | 29 | 842     |
| 17:30      | 21         | 86  | 9  | 17        | 208 | 12 | 32         | 142 | 18 | 13        | 222 | 18 | 798     |
| 17:45      | 42         | 84  | 12 | 18        | 192 | 20 | 24         | 140 | 22 | 16        | 220 | 18 | 808     |

|               |     |      |     |     |      |     |     |      |     |     |      |     |      |
|---------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|------|
| Total Volume: | 384 | 1101 | 164 | 169 | 2052 | 196 | 278 | 1539 | 191 | 180 | 2600 | 251 | 9105 |
| Approach %    | 23% | 67%  | 10% | 7%  | 85%  | 8%  | 14% | 77%  | 10% | 6%  | 86%  | 8%  |      |

|                |       |     |    |       |     |    |       |     |    |       |     |    |       |
|----------------|-------|-----|----|-------|-----|----|-------|-----|----|-------|-----|----|-------|
| Peak Hr Begin: | 17:00 |     |    |       |     |    |       |     |    |       |     |    |       |
| PHV            | 134   | 368 | 45 | 69    | 734 | 67 | 96    | 585 | 70 | 57    | 884 | 86 | 3195  |
| PHF            | 0.824 |     |    | 0.918 |     |    | 0.958 |     |    | 0.914 |     |    | 0.949 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 7     | 0    | 12    | 4    |
| 07:15              | 14    | 0    | 7     | 10   |
| 07:30              | 19    | 1    | 15    | 8    |
| 07:45              | 16    | 1    | 18    | 6    |
| 08:00              | 15    | 1    | 16    | 5    |
| 08:15              | 14    | 0    | 8     | 5    |
| 08:30              | 20    | 2    | 23    | 10   |
| 08:45              | 26    | 2    | 29    | 6    |
| 09:00              | 26    | 0    | 21    | 5    |
| 09:15              | 21    | 0    | 21    | 0    |
| 09:30              | 23    | 2    | 48    | 10   |
| 09:45              | 12    | 0    | 30    | 12   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 1    | 1     | 4    |
| 07:15          | 0     | 1    | 0     | 0    |
| 07:30          | 0     | 0    | 2     | 2    |
| 07:45          | 0     | 2    | 0     | 0    |
| 08:00          | 0     | 7    | 0     | 1    |
| 08:15          | 0     | 2    | 2     | 2    |
| 08:30          | 2     | 3    | 2     | 3    |
| 08:45          | 0     | 5    | 1     | 0    |
| 09:00          | 0     | 5    | 0     | 1    |
| 09:15          | 1     | 1    | 0     | 1    |
| 09:30          | 1     | 1    | 0     | 1    |
| 09:45          | 1     | 3    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 32    | 0    | 41    | 23   |
| 16:15              | 42    | 1    | 47    | 13   |
| 16:30              | 26    | 0    | 24    | 25   |
| 16:45              | 35    | 0    | 45    | 29   |
| 17:00              | 29    | 0    | 41    | 15   |
| 17:15              | 30    | 0    | 37    | 7    |
| 17:30              | 22    | 1    | 25    | 10   |
| 17:45              | 27    | 0    | 31    | 9    |
| 18:00              | 36    | 3    | 53    | 28   |
| 18:15              | 37    | 0    | 51    | 22   |
| 18:30              | 25    | 2    | 59    | 14   |
| 18:45              | 34    | 1    | 56    | 11   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 2     | 4    | 0     | 3    |
| 16:15          | 0     | 3    | 0     | 6    |
| 16:30          | 0     | 4    | 0     | 4    |
| 16:45          | 0     | 2    | 2     | 2    |
| 17:00          | 0     | 6    | 1     | 3    |
| 17:15          | 1     | 2    | 1     | 3    |
| 17:30          | 0     | 2    | 0     | 3    |
| 17:45          | 0     | 5    | 0     | 3    |
| 18:00          | 0     | 9    | 1     | 4    |
| 18:15          | 1     | 4    | 0     | 2    |
| 18:30          | 0     | 2    | 0     | 6    |
| 18:45          | 0     | 4    | 0     | 2    |

Location ID: 17  
 North/South: Bronson Ave  
 East/West: Hollywood Blvd

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |    |    | Westbound |     |    | Northbound |    |    | Eastbound |     |    | Totals: |
|------------|------------|----|----|-----------|-----|----|------------|----|----|-----------|-----|----|---------|
|            | 1          | 2  | 3  | 4         | 5   | 6  | 7          | 8  | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T  | L  | R         | T   | L  | R          | T  | L  | R         | T   | L  |         |
| 07:00      | 7          | 26 | 17 | 4         | 154 | 23 | 16         | 17 | 4  | 6         | 110 | 4  | 388     |
| 07:15      | 19         | 41 | 13 | 7         | 240 | 21 | 26         | 18 | 3  | 12        | 146 | 5  | 551     |
| 07:30      | 13         | 45 | 20 | 9         | 273 | 40 | 45         | 20 | 10 | 10        | 110 | 4  | 599     |
| 07:45      | 23         | 75 | 26 | 16        | 290 | 35 | 42         | 33 | 8  | 21        | 117 | 5  | 691     |
| 08:00      | 27         | 88 | 17 | 8         | 300 | 30 | 25         | 39 | 9  | 14        | 139 | 6  | 702     |
| 08:15      | 27         | 92 | 28 | 4         | 174 | 50 | 32         | 40 | 11 | 18        | 138 | 7  | 621     |
| 08:30      | 22         | 61 | 19 | 12        | 195 | 34 | 31         | 44 | 7  | 11        | 129 | 16 | 581     |
| 08:45      | 26         | 98 | 32 | 11        | 215 | 58 | 28         | 24 | 14 | 15        | 135 | 5  | 661     |
| 09:00      | 25         | 75 | 25 | 6         | 191 | 27 | 34         | 30 | 9  | 22        | 110 | 7  | 561     |
| 09:15      | 19         | 75 | 24 | 14        | 260 | 49 | 30         | 21 | 7  | 15        | 125 | 10 | 649     |
| 09:30      | 18         | 76 | 22 | 17        | 196 | 34 | 33         | 31 | 4  | 13        | 136 | 8  | 588     |
| 09:45      | 21         | 79 | 29 | 16        | 230 | 36 | 19         | 28 | 8  | 21        | 128 | 6  | 621     |

|               |     |     |     |     |      |     |     |     |     |     |      |    |      |
|---------------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|----|------|
| Total Volume: | 247 | 831 | 272 | 124 | 2718 | 437 | 361 | 345 | 94  | 178 | 1523 | 83 | 7213 |
| Approach %    | 18% | 62% | 20% | 4%  | 83%  | 13% | 45% | 43% | 12% | 10% | 85%  | 5% |      |

|                |       |     |    |       |      |     |       |     |    |       |     |    |       |
|----------------|-------|-----|----|-------|------|-----|-------|-----|----|-------|-----|----|-------|
| Peak Hr Begin: | 7:30  |     |    |       |      |     |       |     |    |       |     |    |       |
| PHV            | 90    | 300 | 91 | 37    | 1037 | 155 | 144   | 132 | 38 | 63    | 504 | 22 | 2613  |
| PHF            | 0.818 |     |    | 0.901 |      |     | 0.946 |     |    | 0.903 |     |    | 0.931 |

|            | Southbound |    |    | Westbound |     |    | Northbound |    |    | Eastbound |     |    | Totals: |
|------------|------------|----|----|-----------|-----|----|------------|----|----|-----------|-----|----|---------|
|            | 1          | 2  | 3  | 4         | 5   | 6  | 7          | 8  | 9  | 10        | 11  | 12 |         |
| Movements: | R          | T  | L  | R         | T   | L  | R          | T  | L  | R         | T   | L  |         |
| 15:00      | 15         | 36 | 16 | 13        | 126 | 25 | 38         | 41 | 9  | 7         | 189 | 17 | 532     |
| 15:15      | 8          | 41 | 33 | 14        | 141 | 16 | 48         | 64 | 17 | 15        | 234 | 16 | 647     |
| 15:30      | 13         | 38 | 19 | 8         | 134 | 26 | 35         | 58 | 9  | 16        | 267 | 19 | 642     |
| 15:45      | 10         | 49 | 17 | 13        | 143 | 21 | 15         | 82 | 10 | 9         | 236 | 18 | 623     |
| 16:00      | 16         | 40 | 19 | 12        | 130 | 17 | 26         | 58 | 11 | 10        | 237 | 14 | 590     |
| 16:15      | 10         | 58 | 13 | 13        | 138 | 20 | 29         | 53 | 15 | 12        | 207 | 15 | 583     |
| 16:30      | 7          | 34 | 24 | 11        | 142 | 16 | 33         | 46 | 19 | 10        | 196 | 9  | 547     |
| 16:45      | 9          | 39 | 15 | 14        | 147 | 24 | 30         | 58 | 28 | 12        | 247 | 24 | 647     |
| 17:00      | 11         | 39 | 20 | 9         | 137 | 25 | 26         | 64 | 14 | 16        | 214 | 18 | 593     |
| 17:15      | 20         | 52 | 26 | 17        | 127 | 19 | 42         | 84 | 25 | 7         | 259 | 10 | 688     |
| 17:30      | 21         | 52 | 14 | 14        | 154 | 14 | 44         | 78 | 19 | 13        | 236 | 19 | 678     |
| 17:45      | 23         | 44 | 12 | 8         | 165 | 24 | 42         | 87 | 19 | 14        | 230 | 24 | 692     |

|               |     |     |     |     |      |     |     |     |     |     |      |     |      |
|---------------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|------|
| Total Volume: | 163 | 522 | 228 | 146 | 1684 | 247 | 408 | 773 | 195 | 141 | 2752 | 203 | 7462 |
| Approach %    | 18% | 57% | 25% | 7%  | 81%  | 12% | 30% | 56% | 14% | 5%  | 89%  | 7%  |      |

|                |       |     |    |       |     |    |       |     |    |       |     |    |       |
|----------------|-------|-----|----|-------|-----|----|-------|-----|----|-------|-----|----|-------|
| Peak Hr Begin: | 17:00 |     |    |       |     |    |       |     |    |       |     |    |       |
| PHV            | 75    | 187 | 72 | 48    | 583 | 82 | 154   | 313 | 77 | 50    | 939 | 71 | 2651  |
| PHF            | 0.852 |     |    | 0.905 |     |    | 0.901 |     |    | 0.960 |     |    | 0.958 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 9     | 2    | 0     | 0    |
| 07:15              | 6     | 4    | 3     | 0    |
| 07:30              | 3     | 3    | 6     | 0    |
| 07:45              | 9     | 7    | 6     | 0    |
| 08:00              | 8     | 5    | 11    | 0    |
| 08:15              | 9     | 5    | 14    | 0    |
| 08:30              | 7     | 4    | 8     | 0    |
| 08:45              | 6     | 6    | 14    | 0    |
| 09:00              | 14    | 3    | 11    | 0    |
| 09:15              | 10    | 1    | 6     | 0    |
| 09:30              | 13    | 7    | 15    | 1    |
| 09:45              | 14    | 8    | 15    | 1    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 1     | 0    | 1     | 1    |
| 07:15          | 0     | 0    | 1     | 0    |
| 07:30          | 1     | 0    | 2     | 2    |
| 07:45          | 0     | 1    | 3     | 0    |
| 08:00          | 2     | 1    | 2     | 1    |
| 08:15          | 2     | 0    | 1     | 0    |
| 08:30          | 2     | 2    | 1     | 1    |
| 08:45          | 1     | 2    | 1     | 0    |
| 09:00          | 0     | 0    | 1     | 0    |
| 09:15          | 0     | 1    | 1     | 0    |
| 09:30          | 1     | 0    | 0     | 1    |
| 09:45          | 0     | 0    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 15    | 9    | 29    | 1    |
| 16:15              | 15    | 10   | 22    | 1    |
| 16:30              | 16    | 2    | 12    | 1    |
| 16:45              | 27    | 5    | 8     | 1    |
| 17:00              | 24    | 11   | 15    | 1    |
| 17:15              | 9     | 6    | 19    | 3    |
| 17:30              | 18    | 4    | 15    | 7    |
| 17:45              | 22    | 6    | 11    | 5    |
| 18:00              | 14    | 13   | 28    | 10   |
| 18:15              | 21    | 12   | 11    | 6    |
| 18:30              | 20    | 6    | 23    | 4    |
| 18:45              | 14    | 6    | 18    | 10   |

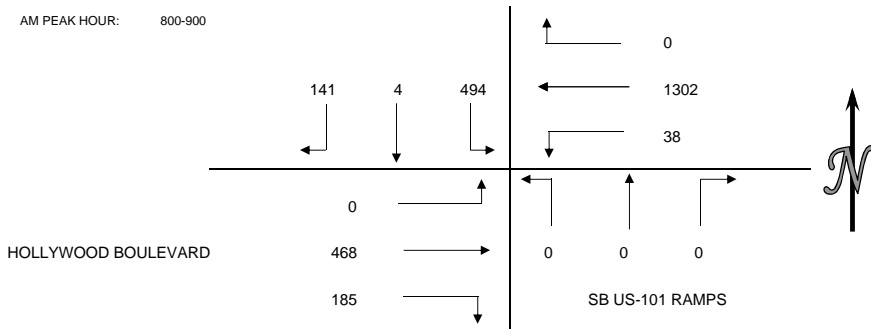
| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 2    | 0     | 2    |
| 16:15          | 0     | 1    | 2     | 5    |
| 16:30          | 0     | 1    | 0     | 3    |
| 16:45          | 0     | 0    | 0     | 3    |
| 17:00          | 0     | 2    | 1     | 2    |
| 17:15          | 0     | 0    | 0     | 2    |
| 17:30          | 0     | 0    | 0     | 0    |
| 17:45          | 0     | 2    | 1     | 2    |
| 18:00          | 1     | 1    | 0     | 2    |
| 18:15          | 0     | 0    | 0     | 3    |
| 18:30          | 0     | 0    | 0     | 4    |
| 18:45          | 0     | 2    | 0     | 3    |

## INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.  
 PROJECT: HOLLYWOOD TRAFFIC COUNTS  
 DATE: WEDNESDAY MAY 27, 2015  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S SB US-101 RAMPS  
 E/W HOLLYWOOD BOULEVARD  
 CITY: HOLLYWOOD

| VEHICLE COUNTS |      |      |      |      |      |      |      |      |      |      |      |      |       |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
| 15 MIN COUNTS  | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | TOTAL |
| PERIOD         | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT |       |
| 700-715        | 14   | 0    | 92   | 0    | 209  | 11   | 0    | 0    | 0    | 39   | 72   | 0    | 437   |
| 715-730        | 16   | 0    | 90   | 0    | 271  | 19   | 0    | 0    | 0    | 44   | 96   | 0    | 536   |
| 730-745        | 18   | 0    | 97   | 0    | 288  | 20   | 0    | 0    | 0    | 59   | 121  | 0    | 603   |
| 745-800        | 22   | 0    | 107  | 0    | 317  | 6    | 0    | 0    | 0    | 53   | 125  | 0    | 630   |
| 800-815        | 27   | 0    | 112  | 0    | 334  | 9    | 0    | 0    | 0    | 47   | 118  | 0    | 647   |
| 815-830        | 41   | 1    | 120  | 0    | 314  | 6    | 0    | 0    | 0    | 45   | 109  | 0    | 636   |
| 830-845        | 35   | 1    | 137  | 0    | 325  | 13   | 0    | 0    | 0    | 41   | 125  | 0    | 677   |
| 845-900        | 38   | 2    | 125  | 0    | 329  | 10   | 0    | 0    | 0    | 52   | 116  | 0    | 672   |
| 900-915        | 43   | 0    | 102  | 0    | 323  | 9    | 0    | 0    | 0    | 47   | 121  | 0    | 645   |
| 915-930        | 39   | 2    | 85   | 0    | 297  | 12   | 0    | 0    | 0    | 49   | 106  | 0    | 590   |
| 930-945        | 24   | 1    | 78   | 0    | 268  | 14   | 0    | 0    | 0    | 48   | 108  | 0    | 541   |
| 945-1000       | 24   | 0    | 67   | 0    | 250  | 16   | 0    | 0    | 0    | 45   | 106  | 0    | 508   |
| HOURLY TOTALS  | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | TOTAL |
| PERIOD         | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT |       |
| 700-800        | 70   | 0    | 386  | 0    | 1085 | 56   | 0    | 0    | 0    | 195  | 414  | 0    | 2206  |
| 715-815        | 83   | 0    | 406  | 0    | 1210 | 54   | 0    | 0    | 0    | 203  | 460  | 0    | 2416  |
| 730-830        | 108  | 1    | 436  | 0    | 1253 | 41   | 0    | 0    | 0    | 204  | 473  | 0    | 2516  |
| 745-845        | 125  | 2    | 476  | 0    | 1290 | 34   | 0    | 0    | 0    | 186  | 477  | 0    | 2590  |
| 800-900        | 141  | 4    | 494  | 0    | 1302 | 38   | 0    | 0    | 0    | 185  | 468  | 0    | 2632  |
| 815-915        | 157  | 4    | 484  | 0    | 1291 | 38   | 0    | 0    | 0    | 185  | 471  | 0    | 2630  |
| 830-930        | 155  | 5    | 449  | 0    | 1274 | 44   | 0    | 0    | 0    | 189  | 468  | 0    | 2584  |
| 845-945        | 144  | 5    | 390  | 0    | 1217 | 45   | 0    | 0    | 0    | 196  | 451  | 0    | 2448  |
| 900-1000       | 130  | 3    | 332  | 0    | 1138 | 51   | 0    | 0    | 0    | 189  | 441  | 0    | 2284  |

AM PEAK HOUR: 800-900



| PEDESTRIAN COUNTS |           |          |           |          |       |
|-------------------|-----------|----------|-----------|----------|-------|
| 15 MIN COUNTS     | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| PERIOD            |           |          |           |          |       |
| 700-715           | 11        | 0        | 3         | 0        | 14    |
| 715-730           | 5         | 0        | 3         | 0        | 8     |
| 730-745           | 5         | 0        | 6         | 0        | 11    |
| 745-800           | 19        | 0        | 16        | 0        | 35    |
| 800-815           | 8         | 0        | 9         | 1        | 18    |
| 815-830           | 8         | 0        | 14        | 0        | 22    |
| 830-845           | 10        | 0        | 10        | 0        | 20    |
| 845-900           | 3         | 1        | 4         | 0        | 8     |
| 900-915           | 11        | 0        | 11        | 1        | 23    |
| 915-930           | 10        | 0        | 7         | 0        | 17    |
| 930-945           | 10        | 0        | 4         | 0        | 14    |
| 945-1000          | 18        | 0        | 16        | 0        | 34    |
| HOURLY TOTALS     | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| PERIOD            |           |          |           |          |       |
| 700-800           | 40        | 0        | 28        | 0        | 68    |
| 715-815           | 37        | 0        | 34        | 1        | 72    |
| 730-830           | 40        | 0        | 45        | 1        | 86    |
| 745-845           | 45        | 0        | 49        | 1        | 95    |
| 800-900           | 29        | 1        | 37        | 1        | 68    |
| 815-915           | 32        | 1        | 39        | 1        | 73    |
| 830-930           | 34        | 1        | 32        | 1        | 68    |
| 845-945           | 34        | 1        | 26        | 1        | 62    |
| 900-1000          | 49        | 0        | 38        | 1        | 88    |

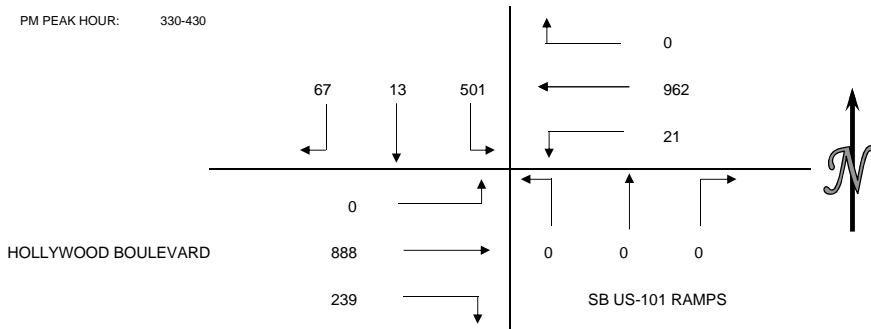
| BICYCLE COUNTS |           |          |           |          |       |
|----------------|-----------|----------|-----------|----------|-------|
| 15 MIN COUNTS  | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| PERIOD         |           |          |           |          |       |
| 700-715        | 0         | 0        | 1         | 0        | 1     |
| 715-730        | 0         | 0        | 1         | 0        | 1     |
| 730-745        | 2         | 0        | 2         | 0        | 4     |
| 745-800        | 1         | 0        | 0         | 0        | 1     |
| 800-815        | 2         | 0        | 1         | 0        | 3     |
| 815-830        | 5         | 0        | 2         | 0        | 7     |
| 830-845        | 3         | 0        | 0         | 0        | 3     |
| 845-900        | 5         | 0        | 1         | 0        | 6     |
| 900-915        | 7         | 0        | 1         | 0        | 8     |
| 915-930        | 2         | 0        | 2         | 0        | 4     |
| 930-945        | 1         | 0        | 1         | 0        | 2     |
| 945-1000       | 5         | 0        | 1         | 0        | 6     |
| HOURLY TOTALS  | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| PERIOD         |           |          |           |          |       |
| 700-800        | 3         | 0        | 4         | 0        | 7     |
| 715-815        | 5         | 0        | 4         | 0        | 9     |
| 730-830        | 10        | 0        | 5         | 0        | 15    |
| 745-845        | 11        | 0        | 3         | 0        | 14    |
| 800-900        | 15        | 0        | 4         | 0        | 19    |
| 815-915        | 20        | 0        | 4         | 0        | 24    |
| 830-930        | 17        | 0        | 4         | 0        | 21    |
| 845-945        | 15        | 0        | 5         | 0        | 20    |
| 900-1000       | 15        | 0        | 5         | 0        | 20    |

## INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.  
 PROJECT: HOLLYWOOD TRAFFIC COUNTS  
 DATE: WEDNESDAY MAY 27, 2015  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S SB US-101 RAMPS  
 E/W HOLLYWOOD BOULEVARD  
 CITY: HOLLYWOOD

| VEHICLE COUNTS |      |      |      |      |      |      |      |      |      |      |      |      |       |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
| 15 MIN COUNTS  | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   |       |
| PERIOD         | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT | TOTAL |
| 300-315        | 16   | 3    | 110  | 0    | 216  | 10   | 0    | 0    | 0    | 52   | 253  | 0    | 660   |
| 315-330        | 15   | 6    | 108  | 0    | 207  | 11   | 0    | 0    | 0    | 55   | 237  | 0    | 639   |
| 330-345        | 13   | 4    | 107  | 0    | 238  | 4    | 0    | 0    | 0    | 58   | 231  | 0    | 655   |
| 345-400        | 24   | 5    | 143  | 0    | 272  | 4    | 0    | 0    | 0    | 52   | 223  | 0    | 723   |
| 400-415        | 14   | 1    | 117  | 0    | 218  | 2    | 0    | 0    | 0    | 53   | 236  | 0    | 641   |
| 415-430        | 16   | 3    | 134  | 0    | 234  | 11   | 0    | 0    | 0    | 76   | 198  | 0    | 672   |
| 430-445        | 7    | 4    | 130  | 0    | 244  | 7    | 0    | 0    | 0    | 54   | 206  | 0    | 652   |
| 445-500        | 17   | 4    | 131  | 0    | 240  | 7    | 0    | 0    | 0    | 54   | 211  | 0    | 664   |
| 500-515        | 13   | 2    | 135  | 0    | 235  | 2    | 0    | 0    | 0    | 59   | 239  | 0    | 685   |
| 515-530        | 11   | 5    | 144  | 0    | 207  | 8    | 0    | 0    | 0    | 68   | 226  | 0    | 669   |
| 530-545        | 5    | 3    | 108  | 0    | 240  | 4    | 0    | 0    | 0    | 41   | 234  | 0    | 635   |
| 545-600        | 8    | 2    | 138  | 0    | 264  | 7    | 0    | 0    | 0    | 48   | 204  | 0    | 671   |
| HOUR TOTALS    | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   |       |
| PERIOD         | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT | TOTAL |
| 300-400        | 68   | 18   | 468  | 0    | 933  | 29   | 0    | 0    | 0    | 217  | 944  | 0    | 2677  |
| 315-415        | 66   | 16   | 475  | 0    | 935  | 21   | 0    | 0    | 0    | 218  | 927  | 0    | 2658  |
| 330-430        | 67   | 13   | 501  | 0    | 962  | 21   | 0    | 0    | 0    | 239  | 888  | 0    | 2691  |
| 345-445        | 61   | 13   | 524  | 0    | 968  | 24   | 0    | 0    | 0    | 235  | 863  | 0    | 2688  |
| 400-500        | 54   | 12   | 512  | 0    | 936  | 27   | 0    | 0    | 0    | 237  | 851  | 0    | 2629  |
| 415-515        | 53   | 13   | 530  | 0    | 953  | 27   | 0    | 0    | 0    | 243  | 854  | 0    | 2673  |
| 430-530        | 48   | 15   | 540  | 0    | 926  | 24   | 0    | 0    | 0    | 235  | 882  | 0    | 2670  |
| 445-545        | 46   | 14   | 518  | 0    | 922  | 21   | 0    | 0    | 0    | 222  | 910  | 0    | 2653  |
| 500-600        | 37   | 12   | 525  | 0    | 946  | 21   | 0    | 0    | 0    | 216  | 903  | 0    | 2660  |

PM PEAK HOUR: 330-430



| PEDESTRIAN COUNTS |           |          |           |          |       |
|-------------------|-----------|----------|-----------|----------|-------|
| 15 MIN COUNTS     | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| 300-315           | 16        | 1        | 17        | 0        | 34    |
| 315-330           | 20        | 0        | 16        | 0        | 36    |
| 330-345           | 21        | 0        | 14        | 0        | 35    |
| 345-400           | 13        | 0        | 31        | 0        | 44    |
| 400-415           | 6         | 0        | 33        | 0        | 39    |
| 415-430           | 14        | 0        | 26        | 0        | 40    |
| 430-445           | 16        | 0        | 20        | 0        | 36    |
| 445-500           | 11        | 0        | 14        | 0        | 25    |
| 500-515           | 13        | 0        | 9         | 0        | 22    |
| 515-530           | 7         | 0        | 14        | 0        | 21    |
| 530-545           | 19        | 0        | 16        | 0        | 35    |
| 545-600           | 9         | 0        | 30        | 0        | 39    |
| HOUR TOTALS       | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| PERIOD            | LEG       | LEG      | LEG       | LEG      | LEG   |
| 300-400           | 70        | 1        | 78        | 0        | 149   |
| 315-415           | 60        | 0        | 94        | 0        | 154   |
| 330-430           | 54        | 0        | 104       | 0        | 158   |
| 345-445           | 49        | 0        | 110       | 0        | 159   |
| 400-500           | 47        | 0        | 93        | 0        | 140   |
| 415-515           | 54        | 0        | 69        | 0        | 123   |
| 430-530           | 47        | 0        | 57        | 0        | 104   |
| 445-545           | 50        | 0        | 53        | 0        | 103   |
| 500-600           | 48        | 0        | 69        | 0        | 117   |

| BICYCLE COUNTS |           |          |           |          |       |
|----------------|-----------|----------|-----------|----------|-------|
| 15 MIN COUNTS  | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| 300-315        | 3         | 0        | 0         | 0        | 3     |
| 315-330        | 4         | 0        | 3         | 0        | 7     |
| 330-345        | 0         | 0        | 2         | 0        | 2     |
| 345-400        | 0         | 0        | 2         | 0        | 2     |
| 400-415        | 0         | 0        | 1         | 0        | 1     |
| 415-430        | 4         | 0        | 4         | 0        | 8     |
| 430-445        | 2         | 0        | 1         | 0        | 3     |
| 445-500        | 6         | 0        | 0         | 0        | 6     |
| 500-515        | 4         | 0        | 0         | 0        | 4     |
| 515-530        | 3         | 0        | 2         | 1        | 6     |
| 530-545        | 4         | 0        | 4         | 0        | 8     |
| 545-600        | 4         | 0        | 1         | 0        | 5     |
| HOUR TOTALS    | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| PERIOD         | LEG       | LEG      | LEG       | LEG      | LEG   |
| 300-400        | 7         | 0        | 7         | 0        | 14    |
| 315-415        | 4         | 0        | 8         | 0        | 12    |
| 330-430        | 4         | 0        | 9         | 0        | 13    |
| 345-445        | 6         | 0        | 8         | 0        | 14    |
| 400-500        | 12        | 0        | 6         | 0        | 18    |
| 415-515        | 16        | 0        | 5         | 0        | 21    |
| 430-530        | 15        | 0        | 3         | 1        | 19    |
| 445-545        | 17        | 0        | 6         | 1        | 24    |
| 500-600        | 15        | 0        | 7         | 1        | 23    |

## INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.  
 PROJECT: HOLLYWOOD TRAFFIC COUNTS  
 DATE: WEDNESDAY, MAY 27, 2015  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S NORTHBOUND US-101 RAMPS  
 E/W HOLLYWOOD BOULEVARD  
 CITY: HOLLYWOOD

| VEHICLE COUNTS |                  |     |    |                   |     |     |                        |    |   |     |                   |   |    |
|----------------|------------------|-----|----|-------------------|-----|-----|------------------------|----|---|-----|-------------------|---|----|
| 15 MIN COUNTS  | SB VAN NESS AVE. |     |    | WB HOLLYWOOD BLVD |     |     | NB US-101 FWY OFF-RAMP |    |   |     | EB HOLLYWOOD BLVD |   |    |
| PERIOD         | A                | B   | C  | D                 | E   | F   | G                      | H  | I | J   | K                 | L | M  |
| 700-715        | 8                | 14  | 1  | 0                 | 144 | 153 | 22                     | 3  | 0 | 47  | 138               | 4 | 12 |
| 715-730        | 12               | 13  | 2  | 4                 | 143 | 196 | 27                     | 4  | 0 | 68  | 168               | 0 | 18 |
| 730-745        | 25               | 23  | 2  | 5                 | 164 | 233 | 21                     | 8  | 1 | 95  | 208               | 1 | 20 |
| 745-800        | 22               | 18  | 3  | 6                 | 160 | 216 | 27                     | 2  | 0 | 94  | 225               | 2 | 19 |
| 800-815        | 25               | 29  | 1  | 4                 | 161 | 224 | 35                     | 6  | 0 | 80  | 249               | 2 | 29 |
| 815-830        | 17               | 32  | 4  | 5                 | 188 | 213 | 29                     | 1  | 0 | 109 | 203               | 1 | 22 |
| 830-845        | 23               | 27  | 5  | 2                 | 178 | 202 | 24                     | 2  | 0 | 95  | 199               | 3 | 18 |
| 845-900        | 33               | 45  | 4  | 4                 | 132 | 193 | 24                     | 4  | 0 | 103 | 188               | 2 | 24 |
| 900-915        | 23               | 36  | 7  | 6                 | 131 | 199 | 26                     | 4  | 0 | 100 | 181               | 2 | 24 |
| 915-930        | 19               | 31  | 6  | 3                 | 119 | 217 | 22                     | 0  | 1 | 105 | 171               | 1 | 28 |
| 930-945        | 15               | 21  | 2  | 3                 | 130 | 131 | 18                     | 5  | 0 | 52  | 127               | 1 | 19 |
| 945-1000       | 24               | 26  | 3  | 6                 | 123 | 187 | 34                     | 3  | 0 | 86  | 187               | 1 | 22 |
| HR TOTALS      | SB VAN NESS AVE. |     |    | WB HOLLYWOOD BLVD |     |     | NB US-101 FWY OFF-RAMP |    |   |     | EB HOLLYWOOD BLVD |   |    |
| PERIOD         | A                | B   | C  | D                 | E   | F   | G                      | H  | I | J   | K                 | L | M  |
| 700-800        | 67               | 68  | 8  | 15                | 611 | 798 | 97                     | 17 | 1 | 304 | 739               | 7 | 69 |
| 715-815        | 84               | 83  | 8  | 19                | 628 | 869 | 110                    | 20 | 1 | 337 | 850               | 5 | 86 |
| 730-830        | 89               | 102 | 10 | 20                | 673 | 886 | 112                    | 17 | 1 | 378 | 885               | 6 | 90 |
| 745-845        | 87               | 106 | 13 | 17                | 687 | 855 | 115                    | 11 | 0 | 378 | 876               | 8 | 88 |
| 800-900        | 98               | 133 | 14 | 15                | 659 | 832 | 112                    | 13 | 0 | 387 | 839               | 8 | 93 |
| 815-915        | 96               | 140 | 20 | 17                | 629 | 807 | 103                    | 11 | 0 | 407 | 771               | 8 | 88 |
| 830-930        | 98               | 139 | 22 | 15                | 560 | 811 | 96                     | 10 | 1 | 403 | 739               | 8 | 94 |
| 845-945        | 90               | 133 | 19 | 16                | 512 | 740 | 90                     | 13 | 1 | 360 | 667               | 6 | 95 |
| 900-1000       | 81               | 114 | 18 | 18                | 503 | 734 | 100                    | 12 | 1 | 343 | 666               | 5 | 93 |

AM PEAK HOUR: 730-830

PLEASE INTERSECTION GRAPHIC BELOW



| PEDESTRIAN COUNTS |           |          |           |          |       |
|-------------------|-----------|----------|-----------|----------|-------|
| 15 MIN COUNTS     | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| 700-715           | 9         | 2        | 1         | 0        | 12    |
| 715-730           | 2         | 0        | 3         | 0        | 5     |
| 730-745           | 7         | 2        | 7         | 0        | 16    |
| 745-800           | 3         | 1        | 18        | 0        | 22    |
| 800-815           | 7         | 1        | 9         | 0        | 17    |
| 815-830           | 6         | 3        | 10        | 0        | 19    |
| 830-845           | 4         | 3        | 10        | 0        | 17    |
| 845-900           | 16        | 7        | 9         | 0        | 32    |
| 900-915           | 6         | 3        | 3         | 0        | 12    |
| 915-930           | 7         | 5        | 15        | 0        | 27    |
| 930-945           | 4         | 0        | 7         | 0        | 11    |
| 945-1000          | 16        | 0        | 10        | 0        | 26    |
| HR TOTALS         | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| 700-800           | 21        | 5        | 29        | 0        | 55    |
| 715-815           | 19        | 4        | 37        | 0        | 60    |
| 730-830           | 23        | 7        | 44        | 0        | 74    |
| 745-845           | 20        | 8        | 47        | 0        | 75    |
| 800-900           | 33        | 14       | 38        | 0        | 85    |
| 815-915           | 32        | 16       | 32        | 0        | 80    |
| 830-930           | 33        | 18       | 37        | 0        | 88    |
| 845-945           | 33        | 15       | 34        | 0        | 82    |
| 900-1000          | 33        | 8        | 35        | 0        | 76    |

| BICYCLE COUNTS |           |          |           |          |       |
|----------------|-----------|----------|-----------|----------|-------|
| 15 MIN COUNTS  | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| 700-715        | 2         | 0        | 1         | 0        | 3     |
| 715-730        | 0         | 0        | 2         | 0        | 2     |
| 730-745        | 0         | 0        | 1         | 0        | 1     |
| 745-800        | 1         | 0        | 2         | 0        | 3     |
| 800-815        | 4         | 0        | 1         | 0        | 5     |
| 815-830        | 5         | 0        | 2         | 0        | 7     |
| 830-845        | 5         | 0        | 3         | 0        | 8     |
| 845-900        | 8         | 0        | 1         | 0        | 9     |
| 900-915        | 3         | 0        | 3         | 0        | 6     |
| 915-930        | 3         | 0        | 2         | 0        | 5     |
| 930-945        | 1         | 0        | 4         | 0        | 5     |
| 945-1000       | 2         | 0        | 3         | 0        | 5     |
| HR TOTALS      | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| 700-800        | 3         | 0        | 6         | 0        | 9     |
| 715-815        | 5         | 0        | 6         | 0        | 11    |
| 730-830        | 10        | 0        | 6         | 0        | 16    |
| 745-845        | 15        | 0        | 8         | 0        | 23    |
| 800-900        | 22        | 0        | 7         | 0        | 29    |
| 815-915        | 21        | 0        | 9         | 0        | 30    |
| 830-930        | 19        | 0        | 9         | 0        | 28    |
| 845-945        | 15        | 0        | 10        | 0        | 25    |
| 900-1000       | 9         | 0        | 12        | 0        | 21    |



## INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.  
 PROJECT: HOLLYWOOD TRAFFIC COUNTS  
 DATE: WEDNESDAY, MAY 27, 2015  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S NORTHBOUND US-101 RAMPS  
 E/W HOLLYWOOD BOULEVARD  
 CITY: HOLLYWOOD

| VEHICLE COUNTS |                  |    |    |                   |     |     |                        |    |   |     |                   |    |    |
|----------------|------------------|----|----|-------------------|-----|-----|------------------------|----|---|-----|-------------------|----|----|
| 15 MIN COUNTS  | SB VAN NESS AVE. |    |    | WB HOLLYWOOD BLVD |     |     | NB US-101 FWY OFF-RAMP |    |   |     | EB HOLLYWOOD BLVD |    |    |
| PERIOD         | A                | B  | C  | D                 | E   | F   | G                      | H  | I | J   | K                 | L  | M  |
| 300-315        | 6                | 7  | 5  | 6                 | 111 | 153 | 19                     | 3  | 1 | 49  | 299               | 2  | 23 |
| 315-330        | 6                | 4  | 4  | 8                 | 116 | 175 | 27                     | 4  | 0 | 37  | 340               | 2  | 22 |
| 330-345        | 5                | 8  | 1  | 8                 | 121 | 136 | 22                     | 5  | 0 | 70  | 339               | 3  | 19 |
| 345-400        | 8                | 11 | 4  | 2                 | 136 | 151 | 19                     | 2  | 0 | 83  | 331               | 8  | 18 |
| 400-415        | 3                | 8  | 4  | 7                 | 122 | 123 | 14                     | 3  | 0 | 62  | 325               | 4  | 26 |
| 415-430        | 6                | 11 | 3  | 4                 | 109 | 177 | 19                     | 2  | 0 | 54  | 298               | 4  | 17 |
| 430-445        | 7                | 13 | 4  | 5                 | 107 | 126 | 9                      | 0  | 0 | 39  | 301               | 6  | 21 |
| 445-500        | 8                | 13 | 5  | 5                 | 117 | 135 | 9                      | 0  | 0 | 54  | 314               | 7  | 21 |
| 500-515        | 13               | 12 | 7  | 2                 | 138 | 154 | 8                      | 3  | 1 | 41  | 304               | 7  | 17 |
| 515-530        | 9                | 17 | 4  | 2                 | 122 | 138 | 13                     | 0  | 3 | 46  | 343               | 5  | 21 |
| 530-545        | 7                | 20 | 7  | 8                 | 130 | 171 | 11                     | 2  | 0 | 45  | 336               | 2  | 21 |
| 545-600        | 5                | 33 | 12 | 12                | 109 | 148 | 16                     | 1  | 0 | 64  | 326               | 6  | 26 |
| HR TOTALS      | SB VAN NESS AVE. |    |    | WB HOLLYWOOD BLVD |     |     | NB US-101 FWY OFF-RAMP |    |   |     | EB HOLLYWOOD BLVD |    |    |
| PERIOD         | A                | B  | C  | D                 | E   | F   | G                      | H  | I | J   | K                 | L  | M  |
| 300-400        | 25               | 30 | 14 | 24                | 484 | 615 | 87                     | 14 | 1 | 239 | 1309              | 15 | 82 |
| 315-415        | 22               | 31 | 13 | 25                | 495 | 585 | 82                     | 14 | 0 | 252 | 1335              | 17 | 85 |
| 330-430        | 22               | 38 | 12 | 21                | 488 | 587 | 74                     | 12 | 0 | 269 | 1293              | 19 | 80 |
| 345-445        | 24               | 43 | 15 | 18                | 474 | 577 | 61                     | 7  | 0 | 238 | 1255              | 22 | 82 |
| 400-500        | 24               | 45 | 16 | 21                | 455 | 561 | 51                     | 5  | 0 | 209 | 1238              | 21 | 85 |
| 415-515        | 34               | 49 | 19 | 16                | 471 | 592 | 45                     | 5  | 1 | 188 | 1217              | 24 | 76 |
| 430-530        | 37               | 55 | 20 | 14                | 484 | 553 | 39                     | 3  | 4 | 180 | 1262              | 25 | 80 |
| 445-545        | 37               | 62 | 23 | 17                | 507 | 598 | 41                     | 5  | 4 | 186 | 1297              | 21 | 80 |
| 500-600        | 34               | 82 | 30 | 24                | 499 | 611 | 48                     | 6  | 4 | 196 | 1309              | 20 | 85 |

PM PEAK HOUR: 315-415

PLEASE INTERSECTION GRAPHIC BELOW



HOLLYWOOD BOULEVARD

| PEDESTRIAN COUNTS |           |          |           |          |       |
|-------------------|-----------|----------|-----------|----------|-------|
| 15 MIN COUNTS     | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| 300-315           | 7         | 4        | 14        | 0        | 25    |
| 315-330           | 13        | 6        | 14        | 0        | 33    |
| 330-345           | 3         | 3        | 22        | 0        | 28    |
| 345-400           | 19        | 6        | 18        | 0        | 43    |
| 400-415           | 8         | 5        | 18        | 0        | 31    |
| 415-430           | 14        | 11       | 30        | 0        | 55    |
| 430-445           | 8         | 8        | 21        | 0        | 37    |
| 445-500           | 11        | 0        | 18        | 0        | 29    |
| 500-515           | 8         | 4        | 14        | 0        | 26    |
| 515-530           | 7         | 2        | 12        | 0        | 21    |
| 530-545           | 9         | 5        | 21        | 0        | 35    |
| 545-600           | 7         | 12       | 27        | 0        | 46    |
| HR TOTALS         | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| 300-400           | 42        | 19       | 68        | 0        | 129   |
| 315-415           | 43        | 20       | 72        | 0        | 135   |
| 330-430           | 44        | 25       | 88        | 0        | 157   |
| 345-445           | 49        | 30       | 87        | 0        | 166   |
| 400-500           | 41        | 24       | 87        | 0        | 152   |
| 415-515           | 41        | 23       | 83        | 0        | 147   |
| 430-530           | 34        | 14       | 65        | 0        | 113   |
| 445-545           | 35        | 11       | 65        | 0        | 111   |
| 500-600           | 31        | 23       | 74        | 0        | 128   |

| BICYCLE COUNTS |           |          |           |          |       |
|----------------|-----------|----------|-----------|----------|-------|
| 15 MIN COUNTS  | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| 300-315        | 3         | 2        | 3         | 0        | 8     |
| 315-330        | 5         | 0        | 9         | 0        | 14    |
| 330-345        | 7         | 0        | 7         | 0        | 14    |
| 345-400        | 0         | 1        | 4         | 0        | 5     |
| 400-415        | 2         | 0        | 3         | 0        | 5     |
| 415-430        | 4         | 0        | 3         | 0        | 7     |
| 430-445        | 3         | 1        | 4         | 0        | 8     |
| 845-900        | 0         | 0        | 5         | 0        | 5     |
| 900-915        | 5         | 1        | 5         | 0        | 11    |
| 915-930        | 1         | 0        | 3         | 0        | 4     |
| 930-945        | 1         | 0        | 2         | 0        | 3     |
| 545-600        | 5         | 0        | 6         | 0        | 11    |
| HR TOTALS      | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG | TOTAL |
| 300-400        | 15        | 3        | 23        | 0        | 41    |
| 315-415        | 14        | 1        | 23        | 0        | 38    |
| 330-430        | 13        | 1        | 17        | 0        | 31    |
| 345-445        | 9         | 2        | 14        | 0        | 25    |
| 800-900        | 9         | 1        | 15        | 0        | 25    |
| 815-915        | 12        | 2        | 17        | 0        | 31    |
| 830-930        | 9         | 2        | 17        | 0        | 28    |
| 845-945        | 7         | 1        | 15        | 0        | 23    |
| 500-600        | 12        | 1        | 16        | 0        | 29    |

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA13\_5429\_007

Day: TUESDAY

City: City of Hollywood

**TOTALS  
AM**

Date: 8/27/2013

| NS/EW Streets:              | Vine St    |         |         | Vine St    |         |         | Selma Ave |         |         | Selma Ave |         |         | TOTAL        |
|-----------------------------|------------|---------|---------|------------|---------|---------|-----------|---------|---------|-----------|---------|---------|--------------|
|                             | NORTHBOUND |         |         | SOUTHBOUND |         |         | EASTBOUND |         |         | WESTBOUND |         |         |              |
| LANES:                      | NL<br>1    | NT<br>2 | NR<br>1 | SL<br>1    | ST<br>2 | SR<br>0 | EL<br>1   | ET<br>1 | ER<br>0 | WL<br>1   | WT<br>1 | WR<br>0 |              |
| 7:00 AM                     | 2          | 101     | 4       | 6          | 232     | 2       | 2         | 5       | 5       | 10        | 4       | 8       | 381          |
| 7:15 AM                     | 1          | 94      | 9       | 6          | 254     | 2       | 4         | 3       | 1       | 12        | 5       | 7       | 398          |
| 7:30 AM                     | 8          | 116     | 8       | 8          | 309     | 5       | 1         | 7       | 11      | 8         | 4       | 12      | 497          |
| 7:45 AM                     | 6          | 135     | 9       | 5          | 305     | 11      | 2         | 13      | 7       | 9         | 17      | 6       | 525          |
| 8:00 AM                     | 3          | 134     | 15      | 5          | 308     | 6       | 3         | 11      | 16      | 11        | 21      | 6       | 539          |
| 8:15 AM                     | 3          | 135     | 15      | 3          | 311     | 17      | 9         | 10      | 11      | 10        | 25      | 9       | 558          |
| 8:30 AM                     | 9          | 141     | 19      | 11         | 298     | 9       | 5         | 18      | 11      | 22        | 16      | 12      | 571          |
| 8:45 AM                     | 7          | 151     | 19      | 11         | 323     | 14      | 9         | 11      | 16      | 22        | 26      | 16      | 625          |
| 9:00 AM                     | 18         | 177     | 19      | 8          | 292     | 12      | 10        | 14      | 9       | 19        | 22      | 29      | 629          |
| 9:15 AM                     | 8          | 156     | 22      | 10         | 323     | 10      | 2         | 15      | 20      | 15        | 20      | 34      | 635          |
| 9:30 AM                     | 13         | 147     | 22      | 7          | 278     | 23      | 5         | 12      | 17      | 21        | 17      | 33      | 595          |
| 9:45 AM                     | 11         | 140     | 29      | 7          | 333     | 15      | 9         | 15      | 19      | 23        | 35      | 43      | 679          |
| <b>TOTAL VOLUMES :</b>      | 89         | 1627    | 190     | 87         | 3566    | 126     | 61        | 134     | 143     | 182       | 212     | 215     | 6632         |
| <b>APPROACH %'s :</b>       | 4.67%      | 85.36%  | 9.97%   | 2.30%      | 94.36%  | 3.33%   | 18.05%    | 39.64%  | 42.31%  | 29.89%    | 34.81%  | 35.30%  |              |
| <b>PEAK HR START TIME :</b> | 900 AM     |         |         |            |         |         |           |         |         |           |         |         | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>        | 50         | 620     | 92      | 32         | 1226    | 60      | 26        | 56      | 65      | 78        | 94      | 139     | 2538         |
| <b>PEAK HR FACTOR :</b>     | 0.890      |         |         | 0.928      |         |         | 0.855     |         |         | 0.770     |         |         | 0.934        |

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA13\_5429\_007

Day: TUESDAY

City: City of Hollywood

**TOTALS**  
PM

Date: 8/27/2013

| NS/EW Streets:              | Vine St    |         |         | Vine St    |         |         | Selma Ave |         |         | Selma Ave |         |         | TOTAL        |
|-----------------------------|------------|---------|---------|------------|---------|---------|-----------|---------|---------|-----------|---------|---------|--------------|
|                             | NORTHBOUND |         |         | SOUTHBOUND |         |         | EASTBOUND |         |         | WESTBOUND |         |         |              |
| LANES:                      | NL<br>1    | NT<br>2 | NR<br>1 | SL<br>1    | ST<br>2 | SR<br>0 | EL<br>1   | ET<br>1 | ER<br>0 | WL<br>1   | WT<br>1 | WR<br>0 |              |
| 3:00 PM                     | 8          | 219     | 32      | 5          | 174     | 6       | 8         | 41      | 17      | 13        | 13      | 8       | 544          |
| 3:15 PM                     | 13         | 228     | 37      | 21         | 182     | 9       | 9         | 36      | 16      | 17        | 34      | 16      | 618          |
| 3:30 PM                     | 9          | 259     | 42      | 11         | 203     | 14      | 20        | 23      | 25      | 16        | 26      | 16      | 664          |
| 3:45 PM                     | 19         | 235     | 47      | 13         | 206     | 9       | 17        | 46      | 22      | 16        | 18      | 10      | 658          |
| 4:00 PM                     | 15         | 227     | 19      | 27         | 194     | 16      | 16        | 37      | 15      | 16        | 24      | 18      | 624          |
| 4:15 PM                     | 12         | 249     | 23      | 22         | 197     | 18      | 19        | 31      | 20      | 14        | 20      | 25      | 650          |
| 4:30 PM                     | 12         | 275     | 24      | 20         | 189     | 9       | 17        | 33      | 23      | 11        | 23      | 17      | 653          |
| 4:45 PM                     | 13         | 279     | 22      | 12         | 187     | 16      | 18        | 48      | 20      | 11        | 20      | 19      | 665          |
| 5:00 PM                     | 9          | 272     | 29      | 14         | 188     | 17      | 16        | 51      | 22      | 12        | 33      | 13      | 676          |
| 5:15 PM                     | 11         | 264     | 24      | 22         | 209     | 18      | 25        | 47      | 21      | 9         | 21      | 10      | 681          |
| 5:30 PM                     | 17         | 279     | 29      | 16         | 218     | 14      | 17        | 45      | 17      | 14        | 19      | 25      | 710          |
| 5:45 PM                     | 14         | 287     | 31      | 11         | 176     | 10      | 11        | 42      | 17      | 6         | 26      | 13      | 644          |
| <b>TOTAL VOLUMES :</b>      | 152        | 3073    | 359     | 194        | 2323    | 156     | 193       | 480     | 235     | 155       | 277     | 190     | 7787         |
| <b>APPROACH %'s :</b>       | 4.24%      | 85.74%  | 10.02%  | 7.26%      | 86.91%  | 5.84%   | 21.26%    | 52.86%  | 25.88%  | 24.92%    | 44.53%  | 30.55%  |              |
| <b>PEAK HR START TIME :</b> | 445 PM     |         |         |            |         |         |           |         |         |           |         |         | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>        | 50         | 1094    | 104     | 64         | 802     | 65      | 76        | 191     | 80      | 46        | 93      | 67      | 2732         |
| <b>PEAK HR FACTOR :</b>     | 0.960      |         |         | 0.935      |         |         | 0.933     |         |         | 0.888     |         |         | 0.962        |

CONTROL : Signalized

Location ID: 20  
 North/South: Vine St  
 East/West: Sunset Blvd

Date: 05/12/15  
 City: Hollywood, CA

| Movements: | Southbound |     |    | Westbound |     |    | Northbound |     |    | Eastbound |     |    | Totals: |
|------------|------------|-----|----|-----------|-----|----|------------|-----|----|-----------|-----|----|---------|
|            | 1          | 2   | 3  | 4         | 5   | 6  | 7          | 8   | 9  | 10        | 11  | 12 |         |
|            | R          | T   | L  | R         | T   | L  | R          | T   | L  | R         | T   | L  |         |
| 07:00      | 15         | 264 | 16 | 6         | 275 | 20 | 20         | 102 | 13 | 10        | 122 | 4  | 867     |
| 07:15      | 13         | 277 | 5  | 18        | 341 | 29 | 20         | 109 | 15 | 10        | 143 | 1  | 981     |
| 07:30      | 18         | 293 | 5  | 14        | 351 | 30 | 16         | 95  | 22 | 7         | 174 | 5  | 1030    |
| 07:45      | 23         | 308 | 13 | 11        | 318 | 33 | 25         | 123 | 33 | 19        | 185 | 2  | 1093    |
| 08:00      | 20         | 306 | 11 | 15        | 336 | 41 | 29         | 135 | 20 | 19        | 184 | 6  | 1122    |
| 08:15      | 18         | 246 | 9  | 20        | 313 | 45 | 29         | 155 | 34 | 14        | 198 | 5  | 1086    |
| 08:30      | 28         | 292 | 15 | 23        | 337 | 44 | 32         | 122 | 17 | 24        | 173 | 10 | 1117    |
| 08:45      | 30         | 258 | 19 | 17        | 306 | 53 | 45         | 166 | 26 | 21        | 206 | 12 | 1159    |
| 09:00      | 21         | 300 | 16 | 10        | 290 | 38 | 50         | 174 | 22 | 18        | 199 | 12 | 1150    |
| 09:15      | 33         | 283 | 20 | 16        | 268 | 49 | 53         | 154 | 23 | 23        | 175 | 12 | 1109    |
| 09:30      | 27         | 311 | 14 | 18        | 277 | 40 | 49         | 156 | 23 | 17        | 198 | 10 | 1140    |
| 09:45      | 24         | 250 | 17 | 22        | 255 | 49 | 44         | 139 | 29 | 22        | 191 | 12 | 1054    |

|               |     |      |     |     |      |     |     |      |     |     |      |    |       |
|---------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|----|-------|
| Total Volume: | 270 | 3388 | 160 | 190 | 3667 | 471 | 412 | 1630 | 277 | 204 | 2148 | 91 | 12908 |
| Approach %    | 7%  | 89%  | 4%  | 4%  | 85%  | 11% | 18% | 70%  | 12% | 8%  | 88%  | 4% |       |

|                |       |      |    |       |      |     |       |     |    |       |     |    |       |
|----------------|-------|------|----|-------|------|-----|-------|-----|----|-------|-----|----|-------|
| Peak Hr Begin: | 8:45  |      |    |       |      |     |       |     |    |       |     |    |       |
| PHV            | 111   | 1152 | 69 | 61    | 1141 | 180 | 197   | 650 | 94 | 79    | 778 | 46 | 4558  |
| PHF            | 0.946 |      |    | 0.919 |      |     | 0.956 |     |    | 0.945 |     |    | 0.983 |

| Movements: | Southbound |     |    | Westbound |     |    | Northbound |     |    | Eastbound |     |    | Totals: |
|------------|------------|-----|----|-----------|-----|----|------------|-----|----|-----------|-----|----|---------|
|            | 1          | 2   | 3  | 4         | 5   | 6  | 7          | 8   | 9  | 10        | 11  | 12 |         |
|            | R          | T   | L  | R         | T   | L  | R          | T   | L  | R         | T   | L  |         |
| 15:00      | 21         | 200 | 27 | 19        | 271 | 26 | 50         | 203 | 23 | 22        | 268 | 13 | 1143    |
| 15:15      | 37         | 185 | 29 | 22        | 226 | 37 | 42         | 224 | 25 | 29        | 259 | 19 | 1134    |
| 15:30      | 40         | 234 | 29 | 21        | 233 | 31 | 59         | 251 | 30 | 18        | 233 | 9  | 1188    |
| 15:45      | 33         | 224 | 34 | 14        | 256 | 45 | 60         | 240 | 30 | 20        | 256 | 12 | 1224    |
| 16:00      | 41         | 187 | 28 | 16        | 234 | 38 | 50         | 246 | 21 | 29        | 328 | 13 | 1231    |
| 16:15      | 30         | 204 | 27 | 25        | 235 | 43 | 53         | 274 | 33 | 20        | 291 | 19 | 1254    |
| 16:30      | 25         | 227 | 32 | 21        | 232 | 39 | 34         | 284 | 24 | 22        | 276 | 15 | 1231    |
| 16:45      | 39         | 212 | 26 | 18        | 248 | 29 | 56         | 300 | 27 | 16        | 305 | 14 | 1290    |
| 17:00      | 34         | 223 | 31 | 25        | 227 | 28 | 55         | 278 | 33 | 14        | 290 | 20 | 1258    |
| 17:15      | 23         | 236 | 37 | 34        | 280 | 46 | 46         | 251 | 19 | 24        | 280 | 14 | 1290    |
| 17:30      | 28         | 225 | 26 | 29        | 231 | 50 | 46         | 266 | 15 | 22        | 332 | 27 | 1297    |
| 17:45      | 32         | 218 | 30 | 14        | 237 | 42 | 47         | 263 | 30 | 25        | 302 | 32 | 1272    |

|               |     |      |     |     |      |     |     |      |     |     |      |     |       |
|---------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-------|
| Total Volume: | 383 | 2575 | 356 | 258 | 2910 | 454 | 598 | 3080 | 310 | 261 | 3420 | 207 | 14812 |
| Approach %    | 12% | 78%  | 11% | 7%  | 80%  | 13% | 15% | 77%  | 8%  | 7%  | 88%  | 5%  |       |

|                |       |     |     |       |     |     |       |      |    |       |      |    |       |
|----------------|-------|-----|-----|-------|-----|-----|-------|------|----|-------|------|----|-------|
| Peak Hr Begin: | 16:45 |     |     |       |     |     |       |      |    |       |      |    |       |
| PHV            | 124   | 896 | 120 | 106   | 986 | 153 | 203   | 1095 | 94 | 76    | 1207 | 75 | 5135  |
| PHF            | 0.963 |     |     | 0.865 |     |     | 0.909 |      |    | 0.891 |      |    | 0.990 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 18    | 9    | 20    | 11   |
| 07:15              | 14    | 13   | 17    | 10   |
| 07:30              | 19    | 11   | 21    | 13   |
| 07:45              | 32    | 30   | 27    | 15   |
| 08:00              | 31    | 23   | 30    | 16   |
| 08:15              | 33    | 28   | 39    | 10   |
| 08:30              | 54    | 48   | 42    | 18   |
| 08:45              | 81    | 50   | 71    | 16   |
| 09:00              | 47    | 32   | 60    | 14   |
| 09:15              | 58    | 42   | 54    | 17   |
| 09:30              | 44    | 33   | 50    | 15   |
| 09:45              | 47    | 56   | 46    | 10   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 1     | 1    | 0     | 0    |
| 07:15          | 1     | 2    | 1     | 0    |
| 07:30          | 0     | 3    | 0     | 0    |
| 07:45          | 4     | 2    | 3     | 2    |
| 08:00          | 1     | 0    | 1     | 3    |
| 08:15          | 3     | 4    | 1     | 0    |
| 08:30          | 3     | 3    | 0     | 0    |
| 08:45          | 5     | 10   | 2     | 3    |
| 09:00          | 3     | 2    | 0     | 1    |
| 09:15          | 0     | 3    | 0     | 1    |
| 09:30          | 0     | 6    | 0     | 0    |
| 09:45          | 2     | 3    | 1     | 3    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 102   | 72   | 91    | 31   |
| 16:15              | 82    | 60   | 90    | 34   |
| 16:30              | 113   | 70   | 92    | 36   |
| 16:45              | 105   | 65   | 86    | 27   |
| 17:00              | 89    | 51   | 99    | 49   |
| 17:15              | 90    | 48   | 98    | 35   |
| 17:30              | 82    | 58   | 97    | 33   |
| 17:45              | 76    | 57   | 75    | 47   |
| 18:00              | 82    | 56   | 95    | 53   |
| 18:15              | 78    | 34   | 79    | 42   |
| 18:30              | 69    | 57   | 80    | 35   |
| 18:45              | 69    | 44   | 71    | 38   |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 3     | 1    | 1     | 9    |
| 16:15          | 4     | 3    | 0     | 4    |
| 16:30          | 2     | 2    | 1     | 3    |
| 16:45          | 2     | 1    | 1     | 2    |
| 17:00          | 6     | 2    | 1     | 4    |
| 17:15          | 4     | 2    | 1     | 5    |
| 17:30          | 4     | 4    | 1     | 2    |
| 17:45          | 0     | 3    | 3     | 1    |
| 18:00          | 3     | 3    | 1     | 4    |
| 18:15          | 5     | 0    | 0     | 1    |
| 18:30          | 4     | 8    | 2     | 6    |
| 18:45          | 2     | 3    | 2     | 5    |

Location ID: 23  
 North/South: Argyle Ave  
 East/West: US-101 SB On-ramp

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |    |    | Westbound |   |   | Northbound |    |   | Eastbound |    |    | Totals: |
|------------|------------|----|----|-----------|---|---|------------|----|---|-----------|----|----|---------|
|            | 1          | 2  | 3  | 4         | 5 | 6 | 7          | 8  | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T  | L  | R         | T | L | R          | T  | L | R         | T  | L  |         |
| 07:00      | 0          | 20 | 11 | 0         | 0 | 0 | 7          | 29 | 0 | 0         | 0  | 0  | 67      |
| 07:15      | 0          | 31 | 16 | 0         | 0 | 0 | 14         | 37 | 0 | 0         | 0  | 0  | 98      |
| 07:30      | 0          | 26 | 22 | 0         | 0 | 0 | 8          | 41 | 0 | 0         | 0  | 0  | 97      |
| 07:45      | 0          | 39 | 14 | 0         | 0 | 0 | 10         | 46 | 0 | 0         | 0  | 0  | 109     |
| 08:00      | 0          | 43 | 23 | 0         | 0 | 0 | 11         | 61 | 0 | 0         | 0  | 0  | 138     |
| 08:15      | 0          | 35 | 23 | 0         | 0 | 0 | 11         | 81 | 0 | 0         | 0  | 0  | 150     |
| 08:30      | 0          | 46 | 17 | 0         | 0 | 0 | 12         | 68 | 0 | 0         | 0  | 0  | 143     |
| 08:45      | 0          | 60 | 24 | 0         | 0 | 0 | 9          | 66 | 0 | 0         | 0  | 0  | 159     |
| 09:00      | 0          | 59 | 25 | 0         | 0 | 0 | 10         | 67 | 0 | 0         | 0  | 0  | 161     |
| 09:15      | 0          | 46 | 23 | 0         | 0 | 0 | 9          | 62 | 0 | 0         | 0  | 0  | 140     |
| 09:30      | 0          | 48 | 23 | 0         | 0 | 0 | 16         | 56 | 0 | 0         | 0  | 0  | 143     |
| 09:45      | 0          | 49 | 34 | 0         | 0 | 0 | 20         | 50 | 0 | 0         | 0  | 0  | 153     |

|               |    |     |     |    |    |    |     |     |    |    |    |    |      |
|---------------|----|-----|-----|----|----|----|-----|-----|----|----|----|----|------|
| Total Volume: | 0  | 502 | 255 | 0  | 0  | 0  | 137 | 664 | 0  | 0  | 0  | 0  | 1558 |
| Approach %    | 0% | 66% | 34% | 0% | 0% | 0% | 17% | 83% | 0% | 0% | 0% | 0% |      |

|                |       |     |    |       |   |   |       |     |   |       |   |   |       |
|----------------|-------|-----|----|-------|---|---|-------|-----|---|-------|---|---|-------|
| Peak Hr Begin: | 8:15  |     |    |       |   |   |       |     |   |       |   |   |       |
| PHV            | 0     | 200 | 89 | 0     | 0 | 0 | 42    | 282 | 0 | 0     | 0 | 0 | 613   |
| PHF            | 0.860 |     |    | 0.000 |   |   | 0.880 |     |   | 0.000 |   |   | 0.952 |

|            | Southbound |    |    | Westbound |   |   | Northbound |     |   | Eastbound |    |    | Totals: |
|------------|------------|----|----|-----------|---|---|------------|-----|---|-----------|----|----|---------|
|            | 1          | 2  | 3  | 4         | 5 | 6 | 7          | 8   | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T  | L  | R         | T | L | R          | T   | L | R         | T  | L  |         |
| 15:00      | 0          | 29 | 13 | 0         | 0 | 0 | 40         | 117 | 0 | 0         | 0  | 0  | 199     |
| 15:15      | 0          | 34 | 15 | 0         | 0 | 0 | 13         | 114 | 0 | 0         | 0  | 0  | 176     |
| 15:30      | 0          | 29 | 17 | 0         | 0 | 0 | 11         | 119 | 0 | 0         | 0  | 0  | 176     |
| 15:45      | 0          | 31 | 20 | 0         | 0 | 0 | 25         | 131 | 0 | 0         | 0  | 0  | 207     |
| 16:00      | 0          | 25 | 15 | 0         | 0 | 0 | 16         | 123 | 0 | 0         | 0  | 0  | 179     |
| 16:15      | 0          | 22 | 23 | 0         | 0 | 0 | 18         | 121 | 0 | 0         | 0  | 0  | 184     |
| 16:30      | 0          | 22 | 21 | 0         | 0 | 0 | 12         | 141 | 0 | 0         | 0  | 0  | 196     |
| 16:45      | 0          | 39 | 13 | 0         | 0 | 0 | 16         | 147 | 0 | 0         | 0  | 0  | 215     |
| 17:00      | 0          | 29 | 18 | 0         | 0 | 0 | 24         | 147 | 0 | 0         | 0  | 0  | 218     |
| 17:15      | 0          | 25 | 18 | 0         | 0 | 0 | 22         | 175 | 0 | 0         | 0  | 0  | 240     |
| 17:30      | 0          | 23 | 21 | 0         | 0 | 0 | 15         | 178 | 0 | 0         | 0  | 0  | 237     |
| 17:45      | 0          | 44 | 16 | 0         | 0 | 0 | 27         | 161 | 0 | 0         | 0  | 0  | 248     |

|               |    |     |     |    |    |    |     |      |    |    |    |    |      |
|---------------|----|-----|-----|----|----|----|-----|------|----|----|----|----|------|
| Total Volume: | 0  | 352 | 210 | 0  | 0  | 0  | 239 | 1674 | 0  | 0  | 0  | 0  | 2475 |
| Approach %    | 0% | 63% | 37% | 0% | 0% | 0% | 12% | 88%  | 0% | 0% | 0% | 0% |      |

|                |       |     |    |       |   |   |       |     |   |       |   |   |       |
|----------------|-------|-----|----|-------|---|---|-------|-----|---|-------|---|---|-------|
| Peak Hr Begin: | 17:00 |     |    |       |   |   |       |     |   |       |   |   |       |
| PHV            | 0     | 121 | 73 | 0     | 0 | 0 | 88    | 661 | 0 | 0     | 0 | 0 | 943   |
| PHF            | 0.808 |     |    | 0.000 |   |   | 0.951 |     |   | 0.000 |   |   | 0.951 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 0     | 14   | 0     | 0    |
| 07:15              | 0     | 13   | 0     | 0    |
| 07:30              | 0     | 14   | 0     | 0    |
| 07:45              | 2     | 15   | 0     | 0    |
| 08:00              | 0     | 9    | 0     | 0    |
| 08:15              | 2     | 17   | 1     | 0    |
| 08:30              | 1     | 3    | 0     | 0    |
| 08:45              | 1     | 16   | 0     | 0    |
| 09:00              | 0     | 15   | 0     | 0    |
| 09:15              | 0     | 6    | 0     | 0    |
| 09:30              | 0     | 14   | 1     | 0    |
| 09:45              | 0     | 14   | 0     | 0    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 0    | 0     | 0    |
| 07:15          | 0     | 0    | 0     | 0    |
| 07:30          | 0     | 0    | 0     | 0    |
| 07:45          | 1     | 0    | 0     | 0    |
| 08:00          | 1     | 0    | 0     | 0    |
| 08:15          | 0     | 0    | 0     | 0    |
| 08:30          | 2     | 0    | 0     | 0    |
| 08:45          | 2     | 0    | 0     | 0    |
| 09:00          | 0     | 0    | 0     | 0    |
| 09:15          | 0     | 0    | 0     | 0    |
| 09:30          | 1     | 0    | 0     | 0    |
| 09:45          | 1     | 0    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 0     | 15   | 0     | 0    |
| 16:15              | 0     | 16   | 0     | 0    |
| 16:30              | 0     | 25   | 0     | 0    |
| 16:45              | 0     | 23   | 0     | 0    |
| 17:00              | 0     | 17   | 0     | 0    |
| 17:15              | 1     | 15   | 0     | 0    |
| 17:30              | 0     | 14   | 0     | 0    |
| 17:45              | 0     | 17   | 0     | 0    |
| 18:00              | 0     | 42   | 1     | 0    |
| 18:15              | 0     | 13   | 0     | 0    |
| 18:30              | 1     | 22   | 0     | 0    |
| 18:45              | 0     | 20   | 0     | 0    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 0    | 0     | 0    |
| 16:15          | 0     | 0    | 0     | 0    |
| 16:30          | 1     | 0    | 0     | 0    |
| 16:45          | 0     | 0    | 0     | 0    |
| 17:00          | 0     | 0    | 0     | 0    |
| 17:15          | 0     | 0    | 0     | 0    |
| 17:30          | 0     | 0    | 0     | 0    |
| 17:45          | 0     | 0    | 0     | 0    |
| 18:00          | 0     | 0    | 1     | 0    |
| 18:15          | 0     | 0    | 0     | 0    |
| 18:30          | 0     | 0    | 0     | 0    |
| 18:45          | 0     | 0    | 0     | 0    |

Location ID: 24  
 North/South: Gower St  
 East/West: US-101 NB Off-ramp

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |     |   | Westbound |   |    | Northbound |     |   | Eastbound |    |    | Totals: |
|------------|------------|-----|---|-----------|---|----|------------|-----|---|-----------|----|----|---------|
|            | 1          | 2   | 3 | 4         | 5 | 6  | 7          | 8   | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T   | L | R         | T | L  | R          | T   | L | R         | T  | L  |         |
| 07:00      | 0          | 69  | 0 | 17        | 0 | 35 | 0          | 92  | 0 | 0         | 0  | 0  | 213     |
| 07:15      | 0          | 73  | 0 | 16        | 0 | 28 | 0          | 105 | 0 | 0         | 0  | 0  | 222     |
| 07:30      | 0          | 104 | 0 | 19        | 0 | 38 | 0          | 128 | 0 | 0         | 0  | 0  | 289     |
| 07:45      | 0          | 93  | 0 | 25        | 0 | 45 | 0          | 138 | 0 | 0         | 0  | 0  | 301     |
| 08:00      | 0          | 104 | 0 | 18        | 0 | 32 | 0          | 120 | 0 | 0         | 0  | 0  | 274     |
| 08:15      | 0          | 91  | 0 | 17        | 0 | 49 | 0          | 126 | 0 | 0         | 0  | 0  | 283     |
| 08:30      | 0          | 119 | 0 | 21        | 0 | 44 | 0          | 128 | 0 | 0         | 0  | 0  | 312     |
| 08:45      | 0          | 104 | 0 | 26        | 0 | 43 | 0          | 142 | 0 | 0         | 0  | 0  | 315     |
| 09:00      | 0          | 98  | 0 | 23        | 0 | 52 | 0          | 136 | 0 | 0         | 0  | 0  | 309     |
| 09:15      | 0          | 112 | 0 | 25        | 0 | 45 | 0          | 94  | 0 | 0         | 0  | 0  | 276     |
| 09:30      | 0          | 95  | 0 | 31        | 0 | 49 | 0          | 106 | 0 | 0         | 0  | 0  | 281     |
| 09:45      | 0          | 99  | 0 | 35        | 0 | 55 | 0          | 118 | 0 | 0         | 0  | 0  | 307     |

|               |    |      |    |     |    |     |    |      |    |         |         |         |      |
|---------------|----|------|----|-----|----|-----|----|------|----|---------|---------|---------|------|
| Total Volume: | 0  | 1161 | 0  | 273 | 0  | 515 | 0  | 1433 | 0  | 0       | 0       | 0       | 3382 |
| Approach %    | 0% | 100% | 0% | 35% | 0% | 65% | 0% | 100% | 0% | #DIV/0! | #DIV/0! | #DIV/0! |      |

|                |       |     |   |       |   |     |       |     |   |         |   |   |       |
|----------------|-------|-----|---|-------|---|-----|-------|-----|---|---------|---|---|-------|
| Peak Hr Begin: | 8:15  |     |   |       |   |     |       |     |   |         |   |   |       |
| PHV            | 0     | 412 | 0 | 87    | 0 | 188 | 0     | 532 | 0 | 0       | 0 | 0 | 1219  |
| PHF            | 0.866 |     |   | 0.917 |   |     | 0.937 |     |   | #DIV/0! |   |   | 0.967 |

|            | Southbound |    |   | Westbound |   |    | Northbound |     |   | Eastbound |    |    | Totals: |
|------------|------------|----|---|-----------|---|----|------------|-----|---|-----------|----|----|---------|
|            | 1          | 2  | 3 | 4         | 5 | 6  | 7          | 8   | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T  | L | R         | T | L  | R          | T   | L | R         | T  | L  |         |
| 15:00      | 0          | 71 | 0 | 27        | 0 | 21 | 0          | 180 | 0 | 0         | 0  | 0  | 299     |
| 15:15      | 0          | 60 | 0 | 42        | 0 | 15 | 0          | 183 | 0 | 0         | 0  | 0  | 300     |
| 15:30      | 0          | 80 | 0 | 28        | 0 | 19 | 0          | 189 | 0 | 0         | 0  | 0  | 316     |
| 15:45      | 0          | 70 | 0 | 23        | 0 | 22 | 0          | 198 | 0 | 0         | 0  | 0  | 313     |
| 16:00      | 0          | 63 | 0 | 27        | 0 | 13 | 0          | 205 | 0 | 0         | 0  | 0  | 308     |
| 16:15      | 0          | 64 | 0 | 18        | 0 | 8  | 0          | 237 | 0 | 0         | 0  | 0  | 327     |
| 16:30      | 0          | 63 | 0 | 25        | 0 | 17 | 0          | 187 | 0 | 0         | 0  | 0  | 292     |
| 16:45      | 0          | 76 | 0 | 18        | 0 | 13 | 0          | 275 | 0 | 0         | 0  | 0  | 382     |
| 17:00      | 0          | 58 | 0 | 31        | 0 | 10 | 0          | 231 | 0 | 0         | 0  | 0  | 330     |
| 17:15      | 0          | 63 | 0 | 21        | 0 | 15 | 0          | 251 | 0 | 0         | 0  | 0  | 350     |
| 17:30      | 0          | 77 | 0 | 12        | 0 | 10 | 0          | 254 | 0 | 0         | 0  | 0  | 353     |
| 17:45      | 0          | 61 | 0 | 18        | 0 | 9  | 0          | 257 | 0 | 0         | 0  | 0  | 345     |

|               |    |      |    |     |    |     |    |      |    |         |         |         |      |
|---------------|----|------|----|-----|----|-----|----|------|----|---------|---------|---------|------|
| Total Volume: | 0  | 806  | 0  | 290 | 0  | 172 | 0  | 2647 | 0  | 0       | 0       | 0       | 3915 |
| Approach %    | 0% | 100% | 0% | 63% | 0% | 37% | 0% | 100% | 0% | #DIV/0! | #DIV/0! | #DIV/0! |      |

|                |       |     |   |       |   |    |       |      |   |         |   |   |       |
|----------------|-------|-----|---|-------|---|----|-------|------|---|---------|---|---|-------|
| Peak Hr Begin: | 16:45 |     |   |       |   |    |       |      |   |         |   |   |       |
| PHV            | 0     | 274 | 0 | 82    | 0 | 48 | 0     | 1011 | 0 | 0       | 0 | 0 | 1415  |
| PHF            | 0.890 |     |   | 0.793 |   |    | 0.919 |      |   | #DIV/0! |   |   | 0.926 |



| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 0     | 7    | 0     | 0    |
| 07:15              | 0     | 9    | 0     | 0    |
| 07:30              | 0     | 9    | 0     | 0    |
| 07:45              | 0     | 13   | 1     | 0    |
| 08:00              | 0     | 19   | 0     | 0    |
| 08:15              | 0     | 4    | 0     | 0    |
| 08:30              | 0     | 8    | 0     | 0    |
| 08:45              | 0     | 7    | 0     | 0    |
| 09:00              | 0     | 6    | 0     | 0    |
| 09:15              | 0     | 4    | 0     | 0    |
| 09:30              | 0     | 4    | 0     | 0    |
| 09:45              | 0     | 5    | 0     | 0    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 1     | 0    | 0     | 0    |
| 07:15          | 0     | 0    | 0     | 0    |
| 07:30          | 0     | 0    | 0     | 0    |
| 07:45          | 0     | 0    | 0     | 0    |
| 08:00          | 2     | 0    | 0     | 0    |
| 08:15          | 1     | 0    | 0     | 0    |
| 08:30          | 1     | 0    | 1     | 0    |
| 08:45          | 0     | 0    | 0     | 0    |
| 09:00          | 1     | 0    | 0     | 0    |
| 09:15          | 1     | 0    | 0     | 0    |
| 09:30          | 0     | 0    | 0     | 0    |
| 09:45          | 0     | 0    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 0     | 13   | 0     | 0    |
| 16:15              | 0     | 11   | 0     | 0    |
| 16:30              | 0     | 8    | 0     | 0    |
| 16:45              | 0     | 4    | 0     | 0    |
| 17:00              | 0     | 10   | 0     | 0    |
| 17:15              | 0     | 11   | 0     | 0    |
| 17:30              | 0     | 9    | 0     | 0    |
| 17:45              | 0     | 10   | 0     | 0    |
| 18:00              | 0     | 15   | 0     | 0    |
| 18:15              | 0     | 10   | 0     | 0    |
| 18:30              | 0     | 17   | 0     | 0    |
| 18:45              | 0     | 6    | 0     | 0    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 0    | 0     | 0    |
| 16:15          | 0     | 0    | 0     | 0    |
| 16:30          | 4     | 0    | 0     | 0    |
| 16:45          | 0     | 0    | 2     | 0    |
| 17:00          | 0     | 0    | 3     | 0    |
| 17:15          | 0     | 0    | 1     | 0    |
| 17:30          | 0     | 0    | 0     | 0    |
| 17:45          | 0     | 0    | 0     | 0    |
| 18:00          | 0     | 0    | 0     | 0    |
| 18:15          | 0     | 0    | 0     | 0    |
| 18:30          | 1     | 0    | 0     | 0    |
| 18:45          | 0     | 0    | 0     | 0    |

Location ID: 25  
 North/South: Gower St  
 East/West: US-101 SB Off-ramp / Yucca St

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |     |   | Westbound |   |   | Northbound |     |   | Eastbound |    |    | Totals: |
|------------|------------|-----|---|-----------|---|---|------------|-----|---|-----------|----|----|---------|
|            | 1          | 2   | 3 | 4         | 5 | 6 | 7          | 8   | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T   | L | R         | T | L | R          | T   | L | R         | T  | L  |         |
| 07:00      | 0          | 101 | 3 | 0         | 0 | 0 | 1          | 50  | 0 | 72        | 2  | 39 | 268     |
| 07:15      | 0          | 91  | 8 | 0         | 0 | 0 | 5          | 59  | 0 | 89        | 1  | 46 | 299     |
| 07:30      | 0          | 134 | 4 | 0         | 0 | 0 | 3          | 76  | 0 | 71        | 2  | 51 | 341     |
| 07:45      | 0          | 130 | 8 | 0         | 0 | 0 | 2          | 75  | 0 | 118       | 2  | 64 | 399     |
| 08:00      | 0          | 133 | 6 | 0         | 0 | 0 | 2          | 77  | 0 | 103       | 3  | 44 | 368     |
| 08:15      | 0          | 130 | 6 | 0         | 0 | 0 | 6          | 75  | 0 | 132       | 2  | 48 | 399     |
| 08:30      | 0          | 157 | 5 | 0         | 0 | 0 | 4          | 72  | 0 | 140       | 6  | 59 | 443     |
| 08:45      | 0          | 143 | 7 | 0         | 0 | 0 | 11         | 80  | 0 | 140       | 6  | 63 | 450     |
| 09:00      | 0          | 144 | 6 | 0         | 0 | 0 | 7          | 108 | 0 | 131       | 10 | 40 | 446     |
| 09:15      | 0          | 153 | 3 | 0         | 0 | 0 | 5          | 67  | 0 | 107       | 10 | 41 | 386     |
| 09:30      | 0          | 137 | 5 | 0         | 0 | 0 | 0          | 73  | 0 | 100       | 4  | 40 | 359     |
| 09:45      | 0          | 149 | 5 | 0         | 0 | 0 | 0          | 75  | 0 | 111       | 4  | 44 | 388     |

|               |    |      |    |         |         |         |    |     |    |      |    |     |      |
|---------------|----|------|----|---------|---------|---------|----|-----|----|------|----|-----|------|
| Total Volume: | 0  | 1602 | 66 | 0       | 0       | 0       | 46 | 887 | 0  | 1314 | 52 | 579 | 4546 |
| Approach %    | 0% | 96%  | 4% | #DIV/0! | #DIV/0! | #DIV/0! | 5% | 95% | 0% | 68%  | 3% | 30% |      |

|                |       |     |    |         |   |   |       |     |   |       |    |     |       |
|----------------|-------|-----|----|---------|---|---|-------|-----|---|-------|----|-----|-------|
| Peak Hr Begin: | 8:15  |     |    |         |   |   |       |     |   |       |    |     |       |
| PHV            | 0     | 574 | 24 | 0       | 0 | 0 | 28    | 335 | 0 | 543   | 24 | 210 | 1738  |
| PHF            | 0.923 |     |    | #DIV/0! |   |   | 0.789 |     |   | 0.929 |    |     | 0.966 |

|            | Southbound |    |    | Westbound |   |   | Northbound |     |   | Eastbound |    |    | Totals: |
|------------|------------|----|----|-----------|---|---|------------|-----|---|-----------|----|----|---------|
|            | 1          | 2  | 3  | 4         | 5 | 6 | 7          | 8   | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T  | L  | R         | T | L | R          | T   | L | R         | T  | L  |         |
| 15:00      | 0          | 90 | 2  | 0         | 0 | 0 | 7          | 145 | 0 | 57        | 0  | 45 | 346     |
| 15:15      | 0          | 76 | 2  | 0         | 0 | 0 | 3          | 128 | 0 | 50        | 15 | 53 | 327     |
| 15:30      | 0          | 65 | 23 | 0         | 0 | 0 | 4          | 147 | 0 | 48        | 10 | 48 | 345     |
| 15:45      | 0          | 88 | 2  | 0         | 0 | 0 | 1          | 142 | 0 | 65        | 3  | 53 | 354     |
| 16:00      | 0          | 72 | 1  | 0         | 0 | 0 | 6          | 158 | 0 | 67        | 2  | 55 | 361     |
| 16:15      | 0          | 67 | 2  | 0         | 0 | 0 | 5          | 168 | 0 | 49        | 4  | 66 | 361     |
| 16:30      | 0          | 78 | 2  | 0         | 0 | 0 | 3          | 149 | 0 | 77        | 5  | 60 | 374     |
| 16:45      | 0          | 81 | 4  | 0         | 0 | 0 | 0          | 179 | 0 | 73        | 5  | 83 | 425     |
| 17:00      | 0          | 68 | 0  | 0         | 0 | 0 | 1          | 170 | 0 | 51        | 4  | 49 | 343     |
| 17:15      | 0          | 78 | 2  | 0         | 0 | 0 | 6          | 194 | 0 | 74        | 2  | 66 | 422     |
| 17:30      | 0          | 82 | 5  | 0         | 0 | 0 | 8          | 180 | 0 | 76        | 2  | 68 | 421     |
| 17:45      | 0          | 62 | 1  | 0         | 0 | 0 | 8          | 190 | 0 | 79        | 5  | 70 | 415     |

|               |    |     |    |         |         |         |    |      |    |     |    |     |      |
|---------------|----|-----|----|---------|---------|---------|----|------|----|-----|----|-----|------|
| Total Volume: | 0  | 907 | 46 | 0       | 0       | 0       | 52 | 1950 | 0  | 766 | 57 | 716 | 4494 |
| Approach %    | 0% | 95% | 5% | #DIV/0! | #DIV/0! | #DIV/0! | 3% | 97%  | 0% | 50% | 4% | 47% |      |

|                |       |     |    |         |   |   |       |     |   |       |    |     |       |
|----------------|-------|-----|----|---------|---|---|-------|-----|---|-------|----|-----|-------|
| Peak Hr Begin: | 16:45 |     |    |         |   |   |       |     |   |       |    |     |       |
| PHV            | 0     | 309 | 11 | 0       | 0 | 0 | 15    | 723 | 0 | 274   | 13 | 266 | 1611  |
| PHF            | 0.920 |     |    | #DIV/0! |   |   | 0.923 |     |   | 0.859 |    |     | 0.948 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 1     | 9    | 0     | 1    |
| 07:15              | 0     | 11   | 1     | 2    |
| 07:30              | 0     | 12   | 0     | 3    |
| 07:45              | 1     | 17   | 0     | 7    |
| 08:00              | 0     | 18   | 0     | 4    |
| 08:15              | 0     | 5    | 0     | 2    |
| 08:30              | 0     | 13   | 0     | 0    |
| 08:45              | 0     | 8    | 0     | 2    |
| 09:00              | 0     | 16   | 1     | 3    |
| 09:15              | 0     | 9    | 0     | 1    |
| 09:30              | 0     | 15   | 0     | 2    |
| 09:45              | 0     | 12   | 1     | 1    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 1     | 0    | 0     | 0    |
| 07:15          | 0     | 0    | 0     | 0    |
| 07:30          | 0     | 0    | 0     | 0    |
| 07:45          | 0     | 0    | 0     | 0    |
| 08:00          | 2     | 0    | 0     | 0    |
| 08:15          | 1     | 0    | 0     | 0    |
| 08:30          | 1     | 0    | 0     | 0    |
| 08:45          | 0     | 0    | 0     | 0    |
| 09:00          | 1     | 0    | 0     | 0    |
| 09:15          | 1     | 0    | 0     | 0    |
| 09:30          | 0     | 0    | 0     | 0    |
| 09:45          | 0     | 0    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 0     | 14   | 0     | 5    |
| 16:15              | 0     | 12   | 1     | 3    |
| 16:30              | 0     | 8    | 0     | 5    |
| 16:45              | 1     | 7    | 0     | 1    |
| 17:00              | 0     | 9    | 0     | 1    |
| 17:15              | 0     | 8    | 0     | 2    |
| 17:30              | 0     | 8    | 0     | 4    |
| 17:45              | 0     | 10   | 0     | 1    |
| 18:00              | 0     | 18   | 0     | 0    |
| 18:15              | 0     | 9    | 0     | 5    |
| 18:30              | 0     | 14   | 0     | 6    |
| 18:45              | 0     | 10   | 0     | 5    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 0    | 0     | 0    |
| 16:15          | 0     | 0    | 1     | 0    |
| 16:30          | 4     | 0    | 1     | 0    |
| 16:45          | 0     | 0    | 3     | 0    |
| 17:00          | 0     | 0    | 4     | 0    |
| 17:15          | 0     | 0    | 1     | 0    |
| 17:30          | 0     | 0    | 0     | 0    |
| 17:45          | 0     | 0    | 0     | 0    |
| 18:00          | 0     | 0    | 0     | 0    |
| 18:15          | 0     | 0    | 1     | 0    |
| 18:30          | 1     | 0    | 0     | 0    |
| 18:45          | 0     | 0    | 0     | 0    |

Location ID: 26  
 North/South: Gower St  
 East/West: Yucca St

Date: 05/12/15  
 City: Hollywood, CA

|            | Southbound |     |   | Westbound |   |   | Northbound |    |   | Eastbound |    |    | Totals: |
|------------|------------|-----|---|-----------|---|---|------------|----|---|-----------|----|----|---------|
|            | 1          | 2   | 3 | 4         | 5 | 6 | 7          | 8  | 9 | 10        | 11 | 12 |         |
| Movements: | R          | T   | L | R         | T | L | R          | T  | L | R         | T  | L  |         |
| 07:00      | 10         | 198 | 0 | 0         | 0 | 0 | 0          | 39 | 0 | 2         | 0  | 0  | 249     |
| 07:15      | 12         | 229 | 0 | 0         | 0 | 0 | 0          | 68 | 2 | 6         | 0  | 1  | 318     |
| 07:30      | 15         | 202 | 0 | 0         | 0 | 0 | 0          | 62 | 2 | 6         | 0  | 0  | 287     |
| 07:45      | 19         | 221 | 0 | 0         | 0 | 0 | 0          | 77 | 3 | 1         | 0  | 2  | 323     |
| 08:00      | 35         | 223 | 0 | 0         | 0 | 0 | 0          | 87 | 1 | 3         | 0  | 1  | 350     |
| 08:15      | 29         | 209 | 0 | 0         | 0 | 0 | 0          | 84 | 0 | 4         | 0  | 4  | 330     |
| 08:30      | 40         | 216 | 0 | 0         | 0 | 0 | 0          | 96 | 5 | 5         | 0  | 3  | 365     |
| 08:45      | 48         | 261 | 0 | 0         | 0 | 0 | 0          | 78 | 5 | 8         | 0  | 3  | 403     |
| 09:00      | 46         | 209 | 0 | 0         | 0 | 0 | 0          | 84 | 7 | 4         | 0  | 2  | 352     |
| 09:15      | 32         | 199 | 0 | 0         | 0 | 0 | 0          | 90 | 8 | 5         | 0  | 2  | 336     |
| 09:30      | 27         | 202 | 0 | 0         | 0 | 0 | 0          | 66 | 2 | 4         | 0  | 3  | 304     |
| 09:45      | 39         | 218 | 0 | 0         | 0 | 0 | 0          | 65 | 5 | 6         | 0  | 3  | 336     |

|               |     |      |    |    |    |    |    |     |    |     |    |     |      |
|---------------|-----|------|----|----|----|----|----|-----|----|-----|----|-----|------|
| Total Volume: | 352 | 2587 | 0  | 0  | 0  | 0  | 0  | 896 | 40 | 54  | 0  | 24  | 3953 |
| Approach %    | 12% | 88%  | 0% | 0% | 0% | 0% | 0% | 96% | 4% | 69% | 0% | 31% |      |

|                |       |     |   |       |   |   |       |     |    |       |   |    |       |
|----------------|-------|-----|---|-------|---|---|-------|-----|----|-------|---|----|-------|
| Peak Hr Begin: | 8:30  |     |   |       |   |   |       |     |    |       |   |    |       |
| PHV            | 166   | 885 | 0 | 0     | 0 | 0 | 0     | 348 | 25 | 22    | 0 | 10 | 1456  |
| PHF            | 0.850 |     |   | 0.000 |   |   | 0.923 |     |    | 0.727 |   |    | 0.903 |

|            | Southbound |     |   | Westbound |   |   | Northbound |     |    | Eastbound |    |    | Totals: |
|------------|------------|-----|---|-----------|---|---|------------|-----|----|-----------|----|----|---------|
|            | 1          | 2   | 3 | 4         | 5 | 6 | 7          | 8   | 9  | 10        | 11 | 12 |         |
| Movements: | R          | T   | L | R         | T | L | R          | T   | L  | R         | T  | L  |         |
| 15:00      | 6          | 134 | 0 | 0         | 0 | 0 | 0          | 132 | 4  | 4         | 0  | 7  | 287     |
| 15:15      | 14         | 139 | 0 | 0         | 0 | 0 | 0          | 147 | 2  | 7         | 0  | 6  | 315     |
| 15:30      | 9          | 139 | 0 | 0         | 0 | 0 | 0          | 133 | 6  | 8         | 0  | 12 | 307     |
| 15:45      | 12         | 132 | 0 | 0         | 0 | 0 | 0          | 135 | 7  | 11        | 0  | 5  | 302     |
| 16:00      | 14         | 141 | 0 | 0         | 0 | 0 | 0          | 140 | 14 | 11        | 0  | 7  | 327     |
| 16:15      | 9          | 111 | 0 | 0         | 0 | 0 | 0          | 143 | 5  | 13        | 0  | 6  | 287     |
| 16:30      | 13         | 113 | 0 | 0         | 0 | 0 | 0          | 181 | 12 | 6         | 0  | 9  | 334     |
| 16:45      | 17         | 110 | 0 | 0         | 0 | 0 | 0          | 148 | 12 | 6         | 0  | 9  | 302     |
| 17:00      | 9          | 139 | 0 | 0         | 0 | 0 | 0          | 202 | 18 | 11        | 0  | 12 | 391     |
| 17:15      | 10         | 137 | 0 | 0         | 0 | 0 | 0          | 189 | 18 | 12        | 0  | 13 | 379     |
| 17:30      | 8          | 127 | 0 | 0         | 0 | 0 | 0          | 171 | 21 | 11        | 0  | 13 | 351     |
| 17:45      | 17         | 128 | 0 | 0         | 0 | 0 | 0          | 178 | 23 | 12        | 0  | 5  | 363     |

|               |     |      |    |    |    |    |    |      |     |     |    |     |      |
|---------------|-----|------|----|----|----|----|----|------|-----|-----|----|-----|------|
| Total Volume: | 138 | 1550 | 0  | 0  | 0  | 0  | 0  | 1899 | 142 | 112 | 0  | 104 | 3945 |
| Approach %    | 8%  | 92%  | 0% | 0% | 0% | 0% | 0% | 93%  | 7%  | 52% | 0% | 48% |      |

|                |       |     |   |       |   |   |       |     |    |       |   |    |       |
|----------------|-------|-----|---|-------|---|---|-------|-----|----|-------|---|----|-------|
| Peak Hr Begin: | 17:00 |     |   |       |   |   |       |     |    |       |   |    |       |
| PHV            | 44    | 531 | 0 | 0     | 0 | 0 | 0     | 740 | 80 | 46    | 0 | 43 | 1484  |
| PHF            | 0.971 |     |   | 0.000 |   |   | 0.932 |     |    | 0.890 |   |    | 0.949 |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 07:00              | 1     | 0    | 0     | 0    |
| 07:15              | 0     | 0    | 0     | 1    |
| 07:30              | 0     | 0    | 0     | 1    |
| 07:45              | 0     | 0    | 0     | 4    |
| 08:00              | 0     | 0    | 2     | 1    |
| 08:15              | 1     | 0    | 1     | 1    |
| 08:30              | 0     | 0    | 0     | 1    |
| 08:45              | 0     | 0    | 0     | 0    |
| 09:00              | 0     | 0    | 0     | 1    |
| 09:15              | 2     | 0    | 2     | 2    |
| 09:30              | 1     | 0    | 1     | 3    |
| 09:45              | 0     | 0    | 0     | 1    |

| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 07:00          | 0     | 0    | 0     | 0    |
| 07:15          | 2     | 0    | 0     | 0    |
| 07:30          | 0     | 0    | 0     | 0    |
| 07:45          | 0     | 0    | 0     | 0    |
| 08:00          | 0     | 0    | 0     | 0    |
| 08:15          | 0     | 0    | 0     | 0    |
| 08:30          | 2     | 0    | 0     | 0    |
| 08:45          | 0     | 0    | 0     | 0    |
| 09:00          | 1     | 0    | 1     | 0    |
| 09:15          | 0     | 0    | 0     | 0    |
| 09:30          | 2     | 0    | 0     | 0    |
| 09:45          | 1     | 0    | 0     | 0    |

| <b>Pedestrians</b> |       |      |       |      |
|--------------------|-------|------|-------|------|
| Leg:               | North | East | South | West |
| 16:00              | 0     | 0    | 0     | 3    |
| 16:15              | 0     | 0    | 0     | 13   |
| 16:30              | 0     | 0    | 0     | 4    |
| 16:45              | 0     | 0    | 0     | 6    |
| 17:00              | 0     | 0    | 0     | 0    |
| 17:15              | 2     | 0    | 2     | 1    |
| 17:30              | 0     | 0    | 0     | 3    |
| 17:45              | 0     | 0    | 0     | 3    |
| 18:00              | 0     | 0    | 0     | 5    |
| 18:15              | 0     | 0    | 0     | 2    |
| 18:30              | 0     | 0    | 0     | 5    |
| 18:45              | 0     | 0    | 0     | 14   |

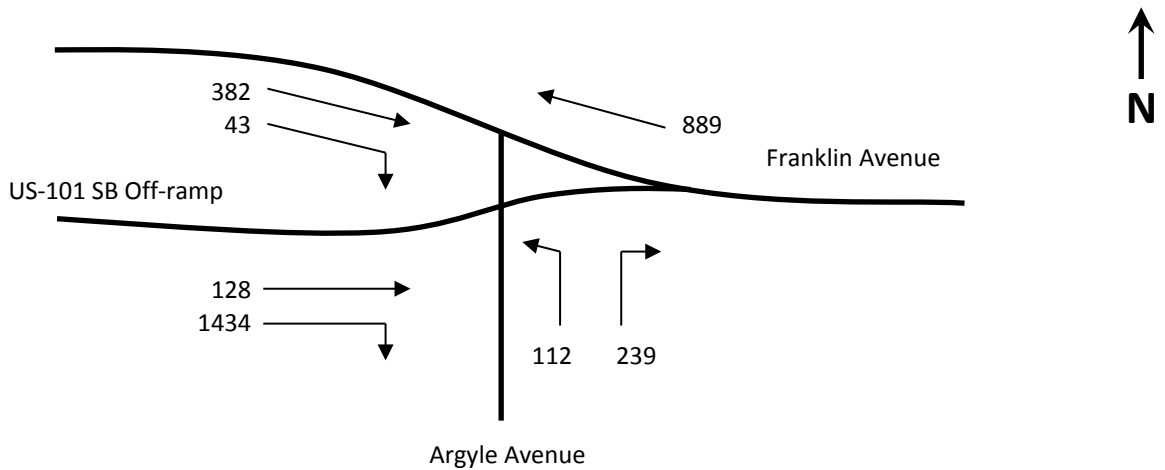
| <b>Bicycle</b> |       |      |       |      |
|----------------|-------|------|-------|------|
| Leg:           | North | East | South | West |
| 16:00          | 0     | 0    | 0     | 0    |
| 16:15          | 1     | 0    | 1     | 0    |
| 16:30          | 0     | 0    | 0     | 0    |
| 16:45          | 0     | 0    | 0     | 0    |
| 17:00          | 1     | 0    | 0     | 0    |
| 17:15          | 0     | 0    | 0     | 3    |
| 17:30          | 0     | 0    | 0     | 1    |
| 17:45          | 0     | 0    | 0     | 0    |
| 18:00          | 0     | 0    | 0     | 0    |
| 18:15          | 1     | 0    | 0     | 0    |
| 18:30          | 0     | 0    | 1     | 0    |
| 18:45          | 0     | 0    | 0     | 0    |

***Appendix D***

***Level of Service Worksheets***

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Existing Conditions - AM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through:  $\frac{889}{2} = 445$  or

Eastbound Through (Franklin):  $\frac{382}{2} = 191$  or

Eastbound Through (US-101): 128

Critical Volume #1 (CV1): **445**

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right:  $\frac{112 + 239}{2} = \frac{351}{2} = 176$  or

Northbound Right: 239 or

Eastbound Right (Franklin): 43

Critical Volume #2 (CV2): **176**

Critical Volume: 445 + 176 = **621**

Intersection V/C:  $\frac{621}{1500} = \mathbf{0.414}$

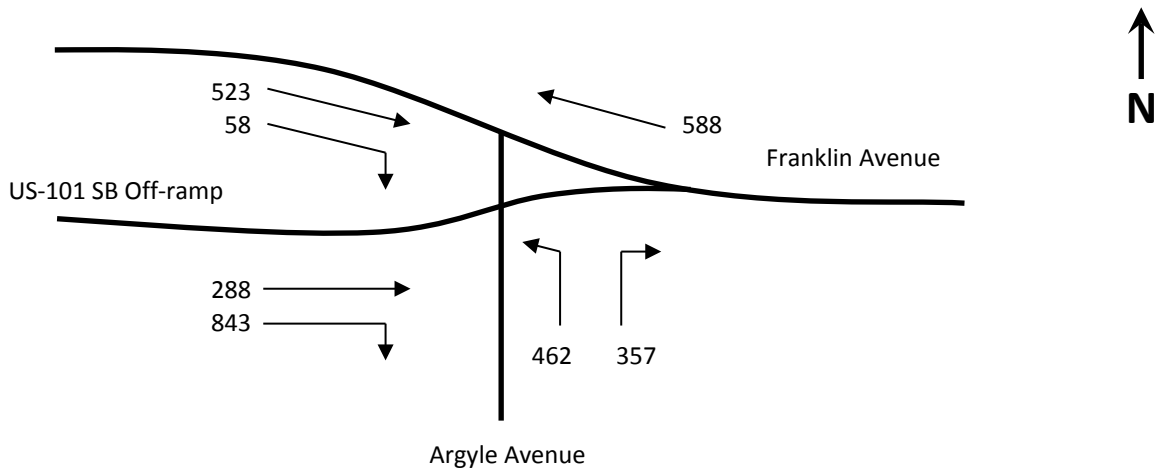
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.314**

**Intersection LOS: A**

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Existing Conditions - PM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{588}{2} = 294 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{523}{2} = 262 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 288$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{294}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{462 + 357}{2} = \frac{819}{2} = 410 \quad \text{or}$$

$$\text{Northbound Right:} \quad 357 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 58$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{410}$$

$$\text{Critical Volume:} \quad 294 + 410 = \mathbf{704}$$

$$\text{Intersection V/C:} \quad \frac{704}{1500} = \mathbf{0.469}$$

$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

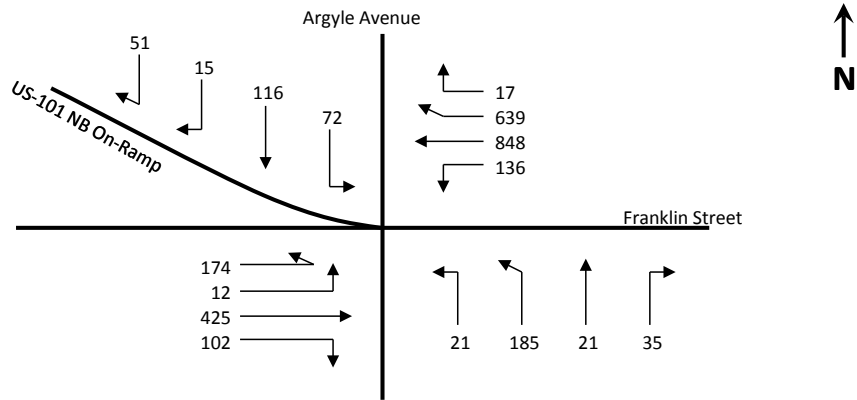
$$\text{Final intersection V/C:} \quad \mathbf{0.369}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$



## Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

### Existing Conditions - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $174 + 12 = 186$  and

Westbound Throughs + Rights:  

$$\frac{848 + 639 + 17}{2} = \frac{1504}{2} = 752$$
 or

Westbound Rights:  $639 + 17 = 656$  or

Westbound Lefts: 136 and

Eastbound Throughs:  $\frac{425}{2} = 213$  or

Eastbound Rights: 102

Critical Volume #1 (CV1): **938**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{21 + 185 + 21}{2} = \frac{227}{2} = 114$$
 or

Northbound Rights:  $35 - 0.5 \cdot \text{WBL} = 0$

Critical Volume #2 (CV2): **114**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 72 or

Southbound Throughs + Rights:  

$$\frac{116 + 15 + 51}{2} = \frac{182}{2} = 91$$
 or

Southbound Rights:  $15 + 51 = 66$

Critical Volume #3 (CV3): **91**

Critical Volume:  $938 + 114 + 91 = 1143$

Intersection V/C:  $\frac{1143}{1375} = 0.831$

ATSAC/ATCS Credit: 0.10

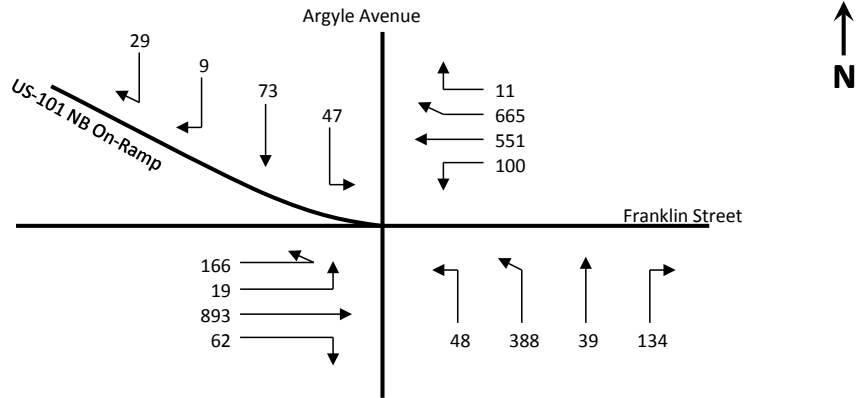
**Final intersection V/C: 0.731**

**Intersection LOS:**

**C**

## Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

### Existing Conditions - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $166 + 19 = 185$  and

Westbound Throughs + Rights:  

$$\frac{551 + 665 + 11}{2} = \frac{1227}{2} = 614$$
 or

Westbound Rights:  $665 + 11 = 676$  or

Westbound Lefts: 100 and

Eastbound Throughs:  $\frac{893}{2} = 447$  or

Eastbound Rights: 62

Critical Volume #1 (CV1): **861**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{48 + 388 + 39}{2} = \frac{475}{2} = 238$$
 or

Northbound Rights:  $134 - 0.5 \times \text{WBL} = 84$

Critical Volume #2 (CV2): **238**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 47 or

Southbound Throughs + Rights:  

$$\frac{73 + 9 + 29}{2} = \frac{111}{2} = 56$$
 or

Southbound Rights:  $9 + 29 = 38$

Critical Volume #3 (CV3): **56**

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Critical Volume:  $861 + 238 + 56 = 1155$

Intersection V/C:  $\frac{1155}{1375} = 0.84$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.740**

**Intersection LOS: C**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower Street  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Franklin Avenue

**Analyst:** GTC

**Date:** Jun-16

|   |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|---|--------------------|----------------|----------------|--|----------------|----------------|--|
|   |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>No. of Phases</b><br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 4<br>1<br>0<br>0<br>2<br>0   |                |                | 4<br>1<br>0<br>0<br>2<br>0   |
|   |                    | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  |
|   |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>   | Left               | 253            | 1              | 157  | 400            | 1              | 268  |
|   | Left-Through       |                | 1              |  |                | 1              |  |
|   | Through            | 60             | 0              | 157  | 135            | 0              | 268  |
|   | Through-Right      |                | 0              |  |                | 0              |  |
|   | Right              | 278            | 1              | 82   | 462            | 1              | 353  |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>   | Left               | 18             | 0              | 18   | 20             | 0              | 20   |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 144            | 0              | 213  | 89             | 0              | 123  |
|   | Through-Right      |                | 0              |  |                | 0              |  |
|   | Right              | 51             | 0              | 0  | 14             | 0              | 0  |
|   | Left-Through-Right |                | 1              |  |                | 1              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>  | Left               | 9              | 1              | 9  | 15             | 1              | 15   |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 484            | 1              | 271  | 938            | 1              | 493  |
|   | Through-Right      |                | 1              |  |                | 1              |  |
|   | Right              | 58             | 0              | 58   | 48             | 0              | 48   |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>  | Left               | 196            | 1              | 196  | 109            | 1              | 109  |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 1241           | 1              | 623  | 896            | 1              | 457  |
|   | Through-Right      |                | 1              |  |                | 1              |  |
|   | Right              | 5              | 0              | 5  | 18             | 0              | 18   |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>   |                    |                |                | <i>North-South:</i> 370<br><i>East-West:</i> 632<br><i>SUM:</i> 1002 |                |                | <i>North-South:</i> 476<br><i>East-West:</i> 602<br><i>SUM:</i> 1078 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>   |                    |                |                | 0.729  |                |                | 0.784  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>  |                    |                |                | <b>0.629</b>   |                |                | <b>0.684</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>  |                    |                |                | <b>B</b>   |                |                | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 1 | **East-West Street:** Franklin Avenue  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016 | **Analyst:** GTC | **Date:** Jun-16

|  |                       | AM PEAK HOUR       |                    |  | PM PEAK HOUR       |                    |  |
|--|-----------------------|--------------------|--------------------|--|--------------------|--------------------|--|
|  |                       | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                    |                    | 3<br>0<br>3<br>0<br>2<br>0   |                    |                    | 3<br>0<br>3<br>0<br>2<br>0   |
|  |                       | NB -- 0<br>EB -- 0 | SB -- 3<br>WB -- 0 |  | NB -- 0<br>EB -- 0 | SB -- 3<br>WB -- 0 |  |
| MOVEMENT   |                       | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 10                 | 0                  | 10   | 22                 | 0                  | 22   |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 45                 | 0                  | 87   | 48                 | 0                  | 95   |
|  | ↘ Through-Right       |                    | 0                  |  |                    | 0                  |  |
|  | ↘ Right               | 32                 | 0                  | 0  | 25                 | 0                  | 0  |
|  | ↘↔ Left-Through-Right |                    | 1                  |  |                    | 1                  |  |
|  | ↘↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 174                | 0                  | 174  | 212                | 0                  | 212  |
|  | ↵↔ Left-Through       |                    | 1                  |  |                    | 1                  |  |
|  | → Through             | 0                  | 0                  | 174  | 1                  | 0                  | 213  |
|  | ↘ Through-Right       |                    | 0                  |  |                    | 0                  |  |
|  | ↘ Right               | 165                | 1                  | 73   | 190                | 1                  | 0  |
|  | ↘↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
|  | ↘↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>EASTBOUND</b>   | ↵ Left                | 92                 | 1                  | 92   | 193                | 1                  | 193  |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 705                | 1                  | 356  | 1135               | 1                  | 570  |
|  | ↘ Through-Right       |                    | 1                  |  |                    | 1                  |  |
|  | ↘ Right               | 6                  | 0                  | 6  | 4                  | 0                  | 4  |
|  | ↘↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
|  | ↘↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>WESTBOUND</b>   | ↵ Left                | 3                  | 1                  | 3  | 5                  | 1                  | 5  |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 1287               | 1                  | 700  | 879                | 1                  | 525  |
|  | ↘ Through-Right       |                    | 1                  |  |                    | 1                  |  |
|  | ↘ Right               | 113                | 0                  | 113  | 171                | 0                  | 171  |
|  | ↘↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
|  | ↘↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>CRITICAL VOLUMES</b>  |                       |                    |                    | <b>North-South:</b> 261<br><b>East-West:</b> 792<br><b>SUM:</b> 1053 |                    |                    | <b>North-South:</b> 307<br><b>East-West:</b> 718<br><b>SUM:</b> 1025 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                    |                    | 0.739  |                    |                    | 0.719  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                    |                    | <b>0.639</b>   |                    |                    | <b>0.619</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                    |                    | <b>B</b>   |                    |                    | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Franklin Avenue  
**Analyst:** GTC  
**Date:** Jun-16

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                       |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| Override Capacity                      |                       |              |              | 2                       |              |              | 2                       |
|  |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 32           | 0            | 32                      | 44           | 0            | 44                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 111          | 0            | 240                     | 146          | 0            | 419                     |
|  | ↵↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↵ Right               | 97           | 0            | 0                       | 229          | 0            | 0                       |
|  | ↵↔ Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 81           | 0            | 81                      | 94           | 0            | 94                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 162          | 0            | 337                     | 123          | 0            | 313                     |
|  | ↵↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↵ Right               | 94           | 0            | 0                       | 96           | 0            | 0                       |
|  | ↵↔ Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 83           | 1            | 83                      | 121          | 1            | 121                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 686          | 1            | 393                     | 1117         | 1            | 588                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↵ Right               | 100          | 0            | 100                     | 58           | 0            | 58                      |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 184          | 1            | 184                     | 117          | 1            | 117                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 1145         | 1            | 599                     | 880          | 1            | 464                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↵ Right               | 52           | 0            | 52                      | 48           | 0            | 48                      |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 369 |              |              | <i>North-South:</i> 513 |
|  |                       |              |              | <i>East-West:</i> 682   |              |              | <i>East-West:</i> 705   |
|  |                       |              |              | <b>SUM:</b> 1051        |              |              | <b>SUM:</b> 1218        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 0.701                   |              |              | 0.812                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.601</b>            |              |              | <b>0.712</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>B</b>                |              |              | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Yucca St  
**Analyst:** GTC  
**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |   | PM PEAK HOUR   |                |   |
|--|--------------------|----------------|----------------|---|----------------|----------------|---|
|  |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 2<br>0<br>0<br>0<br>2<br>0  |                |                | 2<br>0<br>0<br>0<br>2<br>0  |
|  |                    | <i>NB</i> -- 0 | <i>SB</i> -- 0 |   | <i>NB</i> -- 0 | <i>SB</i> -- 0 |   |
|  |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 |   | <i>EB</i> -- 0 | <i>WB</i> -- 0 |   |
| MOVEMENT   |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| <b>NORTHBOUND</b>  | Left               | 66             | 1              | 66  | 208            | 1              | 208   |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 346            | 1              | 245   | 744            | 1              | 479   |
|  | Through-Right      |                | 1              |   |                | 1              |   |
|  | Right              | 144            | 0              | 144   | 213            | 0              | 213   |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>SOUTHBOUND</b>  | Left               | 99             | 1              | 99  | 38             | 1              | 38  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 1009           | 1              | 672   | 816            | 1              | 429   |
|  | Through-Right      |                | 1              |   |                | 1              |   |
|  | Right              | 334            | 0              | 334   | 42             | 0              | 42  |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>EASTBOUND</b>   | Left               | 5              | 1              | 5   | 51             | 1              | 51  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 60             | 1              | 60  | 136            | 1              | 136   |
|  | Through-Right      |                | 0              |   |                | 0              |   |
|  | Right              | 37             | 1              | 4   | 46             | 1              | 0   |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>WESTBOUND</b>   | Left               | 77             | 1              | 77  | 52             | 1              | 52  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 133            | 1              | 70  | 77             | 1              | 44  |
|  | Through-Right      |                | 1              |   |                | 1              |   |
|  | Right              | 7              | 0              | 7   | 11             | 0              | 11  |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>CRITICAL VOLUMES</b>  |                    |                |                | <i>North-South:</i> 738<br><i>East-West:</i> 137<br><i>SUM:</i> 875 |                |                | <i>North-South:</i> 637<br><i>East-West:</i> 188<br><i>SUM:</i> 825 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                |                | 0.583   |                |                | 0.550   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                |                | <b>0.483</b>  |                |                | <b>0.450</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                |                | <b>A</b>  |                |                | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Yucca St  
**Analyst:** GTC  
**Date:** Jun-16

|  |                        | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|------------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                        | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                        |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                        |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                        | NB -- 0      | SB -- 1      | 1                       | NB -- 0      | SB -- 1      | 1                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                        | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| Override Capacity                      |                        |              |              | 2                       |              |              | 2                       |
|  |                        |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                        | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                 | 9            | 0            | 9                       | 23           | 0            | 23                      |
|  | ↵↔ Left-Through        |              | 1            |                         |              | 1            |                         |
|  | → Through              | 141          | 0            | 78                      | 428          | 0            | 235                     |
|  | ↵↔ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right                | 5            | 0            | 78                      | 18           | 0            | 235                     |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                 | 3            | 0            | 3                       | 9            | 0            | 9                       |
|  | ↵↔ Left-Through        |              | 1            |                         |              | 1            |                         |
|  | → Through              | 204          | 0            | 104                     | 110          | 0            | 64                      |
|  | ↵↔ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right                | 1            | 1            | 0                       | 1            | 1            | 0                       |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                 | 141          | 1            | 141                     | 243          | 1            | 243                     |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 22           | 1            | 22                      | 85           | 1            | 85                      |
|  | ↵↔ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right                | 117          | 1            | 117                     | 63           | 1            | 63                      |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                 | 38           | 1            | 38                      | 8            | 1            | 8                       |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 135          | 0            | 170                     | 55           | 0            | 131                     |
|  | ↵↔ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right                | 35           | 0            | 0                       | 76           | 0            | 0                       |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                        |              |              | <i>North-South:</i> 113 |              |              | <i>North-South:</i> 244 |
|  |                        |              |              | <i>East-West:</i> 311   |              |              | <i>East-West:</i> 374   |
|  |                        |              |              | <b>SUM:</b> 424         |              |              | <b>SUM:</b> 618         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                        |              |              | 0.283                   |              |              | 0.412                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                        |              |              | <b>0.183</b>            |              |              | <b>0.312</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                        |              |              | <b>A</b>                |              |              | <b>A</b>                |

## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Hollywood Blvd

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |  | PM PEAK HOUR   |              |   |
|--|--------------------|----------------|--------------|--|----------------|--------------|---|
|  |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume   |
| No. of Phases                          |                    |                |              | 2  |                |              | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0  |                |              | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0  | <i>NB --</i> 0 | <i>SB --</i> | 0   |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0  | <i>EB --</i> 0 | <i>WB --</i> | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2  |                |              | 2   |
| Override Capacity                      |                    |                |              | 0  |                |              | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 15             | 0            | 15   | 4              | 0            | 0   |
|  | Left-Through       |                | 1            |  |                | 0            |   |
|  | Through            | 615            | 0            | 369  | 794            | 1            | 443   |
|  | Through-Right      |                | 1            |  |                | 1            |   |
|  | Right              | 33             | 0            | 369  | 92             | 0            | 92  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>SOUTHBOUND</b>                      | Left               | 28             | 0            | 28   | 4              | 0            | 0   |
|  | Left-Through       |                | 1            |  |                | 0            |   |
|  | Through            | 1180           | 0            | 810  | 766            | 1            | 433   |
|  | Through-Right      |                | 1            |  |                | 1            |   |
|  | Right              | 327            | 0            | 810  | 100            | 0            | 100   |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>EASTBOUND</b>                       | Left               | 38             | 1            | 38   | 63             | 1            | 63  |
|  | Left-Through       |                | 0            |  |                | 0            |   |
|  | Through            | 507            | 1            | 270  | 873            | 1            | 451   |
|  | Through-Right      |                | 1            |  |                | 1            |   |
|  | Right              | 32             | 0            | 32   | 28             | 0            | 28  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>WESTBOUND</b>                       | Left               | 76             | 1            | 76   | 43             | 1            | 43  |
|  | Left-Through       |                | 0            |  |                | 0            |   |
|  | Through            | 975            | 2            | 488  | 738            | 2            | 369   |
|  | Through-Right      |                | 0            |  |                | 0            |   |
|  | Right              | 34             | 1            | 34   | 83             | 1            | 83  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 825<br><i>East-West:</i> 526<br><i>SUM:</i> 1351 |                |              | <i>North-South:</i> 443<br><i>East-West:</i> 494<br><i>SUM:</i> 937 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.901  |                |              | 0.625   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.801</b>   |                |              | <b>0.525</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>D</b>   |                |              | <b>A</b>  |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Ivar Ave  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Hollywood Blvd  
**Analyst:** GTC  
**Date:** Jun-16

|  |                    | AM PEAK HOUR       |                    |   | PM PEAK HOUR       |                    |   |
|--|--------------------|--------------------|--------------------|---|--------------------|--------------------|---|
|  |                    | Volume             | No. of Lanes       | Lane Volume   | Volume             | No. of Lanes       | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume   | Volume             | No. of Lanes       | Lane Volume   |
| <b>NORTHBOUND</b>  | Left               | 8                  | 0                  | 8   | 29                 | 0                  | 29  |
|  | Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | Through            | 57                 | 0                  | 102   | 211                | 0                  | 345   |
|  | Through-Right      |                    | 0                  |   |                    | 0                  |   |
|  | Right              | 37                 | 0                  | 0   | 105                | 0                  | 0   |
|  | Left-Through-Right |                    | 1                  |   |                    | 1                  |   |
|  | Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>SOUTHBOUND</b>  | Left               | 11                 | 0                  | 11  | 10                 | 0                  | 10  |
|  | Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | Through            | 233                | 0                  | 370   | 44                 | 0                  | 71  |
|  | Through-Right      |                    | 0                  |   |                    | 0                  |   |
|  | Right              | 126                | 0                  | 0   | 17                 | 0                  | 0   |
|  | Left-Through-Right |                    | 1                  |   |                    | 1                  |   |
|  | Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>EASTBOUND</b>   | Left               | 18                 | 1                  | 18  | 26                 | 1                  | 26  |
|  | Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | Through            | 534                | 1                  | 277   | 884                | 1                  | 456   |
|  | Through-Right      |                    | 1                  |   |                    | 1                  |   |
|  | Right              | 20                 | 0                  | 20  | 27                 | 0                  | 27  |
|  | Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>WESTBOUND</b>   | Left               | 77                 | 1                  | 77  | 51                 | 1                  | 51  |
|  | Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | Through            | 1069               | 1                  | 555   | 701                | 1                  | 368   |
|  | Through-Right      |                    | 1                  |   |                    | 1                  |   |
|  | Right              | 41                 | 0                  | 41  | 35                 | 0                  | 35  |
|  | Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <b>North-South:</b> 378<br><b>East-West:</b> 573<br><b>SUM:</b> 951 |                    |                    | <b>North-South:</b> 355<br><b>East-West:</b> 507<br><b>SUM:</b> 862 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.634   |                    |                    | 0.575   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.534</b>  |                    |                    | <b>0.475</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>A</b>  |                    |                    | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Hollywood Blvd  
**Analyst:** GTC  
**Date:** Jun-16

|  |                    | AM PEAK HOUR            |              |             | PM PEAK HOUR            |              |             |
|--|--------------------|-------------------------|--------------|-------------|-------------------------|--------------|-------------|
|  |                    | Volume                  | No. of Lanes | Lane Volume | Volume                  | No. of Lanes | Lane Volume |
| No. of Phases                          |                    |                         |              |             |                         |              |             |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    | 3                       |              |             | 3                       |              |             |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | 0                       |              |             | 0                       |              |             |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | 2                       |              |             | 2                       |              |             |
| Override Capacity                      |                    | 0                       |              |             | 0                       |              |             |
| MOVEMENT                               |                    | Volume                  | No. of Lanes | Lane Volume | Volume                  | No. of Lanes | Lane Volume |
| <b>NORTHBOUND</b>                      | Left               | 90                      | 1            | 90          | 116                     | 1            | 116         |
|  | Left-Through       |                         | 0            |             |                         | 0            |             |
|  | Through            | 529                     | 2            | 265         | 1043                    | 2            | 522         |
|  | Through-Right      |                         | 0            |             |                         | 0            |             |
|  | Right              | 165                     | 1            | 115         | 219                     | 1            | 184         |
|  | Left-Through-Right |                         | 0            |             |                         | 0            |             |
|  | Left-Right         |                         | 0            |             |                         | 0            |             |
| <b>SOUTHBOUND</b>                      | Left               | 36                      | 1            | 36          | 58                      | 1            | 58          |
|  | Left-Through       |                         | 0            |             |                         | 0            |             |
|  | Through            | 1008                    | 1            | 550         | 768                     | 1            | 416         |
|  | Through-Right      |                         | 1            |             |                         | 1            |             |
|  | Right              | 92                      | 0            | 92          | 63                      | 0            | 63          |
|  | Left-Through-Right |                         | 0            |             |                         | 0            |             |
|  | Left-Right         |                         | 0            |             |                         | 0            |             |
| <b>EASTBOUND</b>                       | Left               | 30                      | 1            | 30          | 53                      | 1            | 53          |
|  | Left-Through       |                         | 0            |             |                         | 0            |             |
|  | Through            | 484                     | 2            | 242         | 898                     | 2            | 449         |
|  | Through-Right      |                         | 0            |             |                         | 0            |             |
|  | Right              | 5                       | 1            | 0           | 15                      | 1            | 0           |
|  | Left-Through-Right |                         | 0            |             |                         | 0            |             |
|  | Left-Right         |                         | 0            |             |                         | 0            |             |
| <b>WESTBOUND</b>                       | Left               | 101                     | 1            | 101         | 70                      | 1            | 70          |
|  | Left-Through       |                         | 0            |             |                         | 0            |             |
|  | Through            | 1027                    | 1            | 529         | 668                     | 1            | 387         |
|  | Through-Right      |                         | 1            |             |                         | 1            |             |
|  | Right              | 30                      | 0            | 30          | 105                     | 0            | 105         |
|  | Left-Through-Right |                         | 0            |             |                         | 0            |             |
|  | Left-Right         |                         | 0            |             |                         | 0            |             |
| <b>CRITICAL VOLUMES</b>                |                    | <i>North-South:</i> 640 |              |             | <i>North-South:</i> 580 |              |             |
|  |                    | <i>East-West:</i> 559   |              |             | <i>East-West:</i> 519   |              |             |
|  |                    | <i>SUM:</i> 1199        |              |             | <i>SUM:</i> 1099        |              |             |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    | 0.841                   |              |             | 0.771                   |              |             |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    | <b>0.741</b>            |              |             | <b>0.671</b>            |              |             |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    | <b>C</b>                |              |             | <b>B</b>                |              |             |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Hollywood Blvd  
**Analyst:** GTC  
**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |   | PM PEAK HOUR   |                |   |
|--|--------------------|----------------|----------------|---|----------------|----------------|---|
|  |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 2<br>0<br>0<br>0<br>2<br>0  |                |                | 2<br>0<br>0<br>0<br>2<br>0  |
|  |                    | <i>NB</i> -- 0 | <i>SB</i> -- 0 |   | <i>NB</i> -- 0 | <i>SB</i> -- 0 |   |
|  |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 |   | <i>EB</i> -- 0 | <i>WB</i> -- 0 |   |
| MOVEMENT   |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| <b>NORTHBOUND</b>  | Left               | 31             | 1              | 31  | 37             | 1              | 37  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 80             | 1              | 80  | 284            | 1              | 284   |
|  | Through-Right      |                | 0              |   |                | 0              |   |
|  | Right              | 40             | 1              | 0   | 44             | 1              | 10  |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>SOUTHBOUND</b>  | Left               | 55             | 1              | 55  | 36             | 1              | 36  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 223            | 1              | 223   | 123            | 1              | 123   |
|  | Through-Right      |                | 0              |   |                | 0              |   |
|  | Right              | 45             | 1              | 8   | 65             | 1              | 10  |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>EASTBOUND</b>   | Left               | 75             | 1              | 75  | 110            | 1              | 110   |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 508            | 2              | 254   | 922            | 2              | 461   |
|  | Through-Right      |                | 0              |   |                | 0              |   |
|  | Right              | 124            | 1              | 109   | 168            | 1              | 150   |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>WESTBOUND</b>   | Left               | 180            | 1              | 180   | 68             | 1              | 68  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 1046           | 1              | 550   | 718            | 1              | 432   |
|  | Through-Right      |                | 1              |   |                | 1              |   |
|  | Right              | 53             | 0              | 53  | 145            | 0              | 145   |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>CRITICAL VOLUMES</b>  |                    |                |                | <i>North-South:</i> 254<br><i>East-West:</i> 625<br><i>SUM:</i> 879 |                |                | <i>North-South:</i> 320<br><i>East-West:</i> 542<br><i>SUM:</i> 862 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                |                | 0.586   |                |                | 0.575   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                |                | <b>0.486</b>  |                |                | <b>0.475</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                |                | <b>A</b>  |                |                | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower St  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Hollywood Blvd  
**Analyst:** GTC  
**Date:** Jun-16

|  |                       | AM PEAK HOUR       |                    |  | PM PEAK HOUR       |                    |   |
|--|-----------------------|--------------------|--------------------|--|--------------------|--------------------|---|
|  |                       | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |
|  |                       | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   |
| MOVEMENT   |                       | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume   |
| <b>NORTHBOUND</b>  | ↶ Left                | 46                 | 1                  | 46   | 71                 | 1                  | 71  |
|  | ↶↷ Left-Through       |                    | 0                  |  |                    | 0                  |   |
|  | ↷ Through             | 290                | 1                  | 172  | 591                | 1                  | 344   |
|  | ↷↶ Through-Right      |                    | 1                  |  |                    | 1                  |   |
|  | ↷ Right               | 53                 | 0                  | 53   | 97                 | 0                  | 97  |
|  | ↷↷ Left-Through-Right |                    | 0                  |  |                    | 0                  |   |
|  | ↷↶ Left-Right         |                    | 0                  |  |                    | 0                  |   |
| <b>SOUTHBOUND</b>  | ↷ Left                | 56                 | 1                  | 56   | 45                 | 1                  | 45  |
|  | ↷↷ Left-Through       |                    | 0                  |  |                    | 0                  |   |
|  | ↷ Through             | 423                | 1                  | 423  | 372                | 1                  | 372   |
|  | ↷↶ Through-Right      |                    | 0                  |  |                    | 0                  |   |
|  | ↷ Right               | 387                | 1                  | 367  | 135                | 1                  | 92  |
|  | ↷↷ Left-Through-Right |                    | 0                  |  |                    | 0                  |   |
|  | ↷↶ Left-Right         |                    | 0                  |  |                    | 0                  |   |
| <b>EASTBOUND</b>   | ↶ Left                | 40                 | 1                  | 40   | 87                 | 1                  | 87  |
|  | ↶↷ Left-Through       |                    | 0                  |  |                    | 0                  |   |
|  | ↶ Through             | 532                | 1                  | 282  | 893                | 1                  | 476   |
|  | ↶↶ Through-Right      |                    | 1                  |  |                    | 1                  |   |
|  | ↶ Right               | 31                 | 0                  | 31   | 58                 | 0                  | 58  |
|  | ↶↷ Left-Through-Right |                    | 0                  |  |                    | 0                  |   |
|  | ↶↶ Left-Right         |                    | 0                  |  |                    | 0                  |   |
| <b>WESTBOUND</b>   | ↷ Left                | 68                 | 1                  | 68   | 68                 | 1                  | 68  |
|  | ↷↷ Left-Through       |                    | 0                  |  |                    | 0                  |   |
|  | ↷ Through             | 1142               | 1                  | 583  | 741                | 1                  | 406   |
|  | ↷↶ Through-Right      |                    | 1                  |  |                    | 1                  |   |
|  | ↷ Right               | 24                 | 0                  | 24   | 70                 | 0                  | 70  |
|  | ↷↷ Left-Through-Right |                    | 0                  |  |                    | 0                  |   |
|  | ↷↶ Left-Right         |                    | 0                  |  |                    | 0                  |   |
| <b>CRITICAL VOLUMES</b>  |                       |                    |                    | <i>North-South:</i> 469<br><i>East-West:</i> 623<br><i>SUM:</i> 1092 |                    |                    | <i>North-South:</i> 443<br><i>East-West:</i> 544<br><i>SUM:</i> 987 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                    |                    | 0.728  |                    |                    | 0.658   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                    |                    | <b>0.628</b>   |                    |                    | <b>0.558</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                    |                    | <b>B</b>   |                    |                    | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Hollywood Blvd  
**Analyst:** GTC  
**Date:** Jun-16

|  |                    | AM PEAK HOUR       |                    |  | PM PEAK HOUR   |                    |                            |
|--|--------------------|--------------------|--------------------|--|--|--------------------|----------------------------|
|  |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |  |                    | 2<br>0<br>0<br>0<br>2<br>0 |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 0   | SB -- 0<br>WB -- 0 |                            |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 38                 | 1                  | 38   | 78   | 1                  | 78                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 133                | 0                  | 278  | 316  | 0                  | 472                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 145                | 0                  | 0  | 156  | 0                  | 0                          |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>SOUTHBOUND</b>  | Left               | 92                 | 0                  | 92   | 73   | 0                  | 73                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 303                | 0                  | 486  | 189  | 0                  | 338                        |
|  | Through-Right      |                    | 0                  |  |  | 0                  |                            |
|  | Right              | 91                 | 0                  | 0  | 76   | 0                  | 0                          |
|  | Left-Through-Right |                    | 1                  |  |  | 1                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>EASTBOUND</b>   | Left               | 22                 | 1                  | 22   | 72   | 1                  | 72                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 509                | 1                  | 287  | 948  | 1                  | 500                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 64                 | 0                  | 64   | 51   | 0                  | 51                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>WESTBOUND</b>   | Left               | 157                | 1                  | 157  | 83   | 1                  | 83                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 1047               | 1                  | 542  | 589  | 1                  | 319                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 37                 | 0                  | 37   | 48   | 0                  | 48                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <i>North-South:</i> 524<br><i>East-West:</i> 564<br><b>SUM:</b> 1088 | <i>North-South:</i> 545<br><i>East-West:</i> 583<br><b>SUM:</b> 1128 |                    |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.725  |  |                    | 0.752                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.625</b>   |  |                    | <b>0.652</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>B</b>   |  |                    | <b>B</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**14**

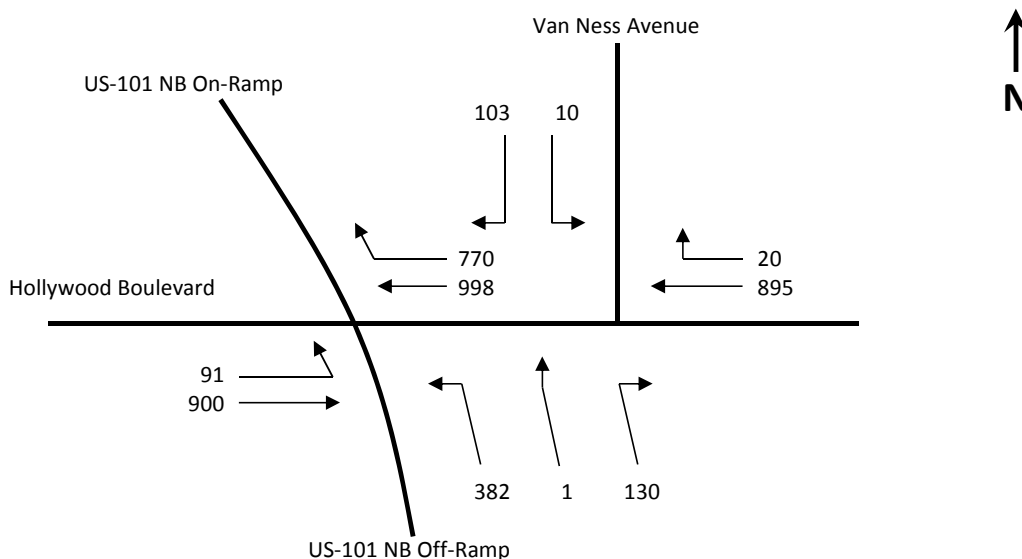
**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Hollywood Blvd  
**Analyst:** GTC  
**Date:** Jun-16

|  |                       | AM PEAK HOUR |              |   | PM PEAK HOUR |              |   |
|--|-----------------------|--------------|--------------|---|--------------|--------------|---|
|  |                       | Volume       | No. of Lanes | Lane Volume   | Volume       | No. of Lanes | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |              |              | 3   |              |              | 3   |
|  |                       |              |              | 0   |              |              | 0   |
|  |                       | NB -- 0      | SB -- 0      | 0   | NB -- 0      | SB -- 0      | 0   |
|  |                       | EB -- 0      | WB -- 0      | 0   | EB -- 0      | WB -- 0      | 0   |
|  |                       |              |              | 2   |              |              | 2   |
|  |                       |              |              | 0   |              |              | 0   |
| MOVEMENT   |                       | Volume       | No. of Lanes | Lane Volume   | Volume       | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>  | ↵ Left                | 0            | 0            | 0   | 0            | 0            | 0   |
|  | ↵↔ Left-Through       |              | 0            |   |              | 0            |   |
|  | → Through             | 0            | 0            | 0   | 0            | 0            | 0   |
|  | ↵↔ Through-Right      |              | 0            |   |              | 0            |   |
|  | ↵ Right               | 0            | 0            | 0   | 0            | 0            | 0   |
|  | ↵↔ Left-Through-Right |              | 0            |   |              | 0            |   |
|  | ↵↔ Left-Right         |              | 0            |   |              | 0            |   |
| <b>SOUTHBOUND</b>  | ↵ Left                | 499          | 1            | 323   | 506          | 1            | 294   |
|  | ↵↔ Left-Through       |              | 0            |   |              | 0            |   |
|  | → Through             | 4            | 0            | 323   | 13           | 0            | 294   |
|  | ↵↔ Through-Right      |              | 0            |   |              | 0            |   |
|  | ↵ Right               | 142          | 0            | 0   | 68           | 0            | 0   |
|  | ↵↔ Left-Through-Right |              | 1            |   |              | 1            |   |
|  | ↵↔ Left-Right         |              | 0            |   |              | 0            |   |
| <b>EASTBOUND</b>   | ↵ Left                | 0            | 0            | 0   | 0            | 0            | 0   |
|  | ↵↔ Left-Through       |              | 0            |   |              | 0            |   |
|  | → Through             | 473          | 2            | 237   | 897          | 2            | 449   |
|  | ↵↔ Through-Right      |              | 0            |   |              | 0            |   |
|  | ↵ Right               | 187          | 1            | 187   | 241          | 1            | 241   |
|  | ↵↔ Left-Through-Right |              | 0            |   |              | 0            |   |
|  | ↵↔ Left-Right         |              | 0            |   |              | 0            |   |
| <b>WESTBOUND</b>   | ↵ Left                | 38           | 1            | 38  | 21           | 1            | 21  |
|  | ↵↔ Left-Through       |              | 0            |   |              | 0            |   |
|  | → Through             | 1315         | 2            | 658   | 972          | 2            | 486   |
|  | ↵↔ Through-Right      |              | 0            |   |              | 0            |   |
|  | ↵ Right               | 0            | 0            | 0   | 0            | 0            | 0   |
|  | ↵↔ Left-Through-Right |              | 0            |   |              | 0            |   |
|  | ↵↔ Left-Right         |              | 0            |   |              | 0            |   |
| <b>CRITICAL VOLUMES</b>  |                       |              |              | <i>North-South:</i> 323<br><i>East-West:</i> 658<br><i>SUM:</i> 981 |              |              | <i>North-South:</i> 294<br><i>East-West:</i> 486<br><i>SUM:</i> 780 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |              |              | 0.688   |              |              | 0.547   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |              |              | <b>0.588</b>  |              |              | <b>0.447</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |              |              | <b>A</b>  |              |              | <b>A</b>  |

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Existing Conditions - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

|                           |                 |   |     |  |            |
|---------------------------|-----------------|---|-----|--|------------|
| Eastbound Lefts:          | 91              |   |     |  | <u>and</u> |
| Westbound Throughs:       | $\frac{998}{2}$ | = | 499 |  | <u>or</u>  |
| Westbound Rights:         | 770             |   |     |  | <u>or</u>  |
| Eastbound Throughs:       | $\frac{900}{2}$ | = | 450 |  |            |
| Critical Volume #1 (CV1): | <b>861</b>      |   |     |  |            |

- 2) Critical volume calculation for northbound traffic exiting US-101

|                               |            |   |      |   |     |           |
|-------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:             | 382        | * | 0.55 | = | 210 | <u>or</u> |
| Northbound Throughs + Rights: | 1          | + | 130  | = | 131 |           |
| Critical Volume #2 (CV2):     | <b>210</b> |   |      |   |     |           |

- 3) Critical volume calculation for southbound traffic on Van Ness Avenue

|                           |            |  |  |  |           |
|---------------------------|------------|--|--|--|-----------|
| Southbound Lefts:         | 10         |  |  |  | <u>or</u> |
| Southbound Rights:        | 103        |  |  |  |           |
| Critical Volume #3 (CV3): | <b>103</b> |  |  |  |           |

---

|                  |     |   |     |   |     |   |              |
|------------------|-----|---|-----|---|-----|---|--------------|
| Critical Volume: | 861 | + | 210 | + | 103 | = | <b>1,174</b> |
|------------------|-----|---|-----|---|-----|---|--------------|

|                   |                       |   |              |
|-------------------|-----------------------|---|--------------|
| Intersection V/C: | $\frac{1,174}{1,425}$ | = | <b>0.824</b> |
|-------------------|-----------------------|---|--------------|

|                    |      |
|--------------------|------|
| ATSAC/ATCS Credit: | 0.10 |
|--------------------|------|

|                         |              |  |                   |          |
|-------------------------|--------------|--|-------------------|----------|
| Final intersection V/C: | <b>0.724</b> |  | Intersection LOS: | <b>C</b> |
|-------------------------|--------------|--|-------------------|----------|







## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Selma Ave

**Analyst:** GTC **Date:** Jun-16

|  |                    | AM PEAK HOUR       |                    |   | PM PEAK HOUR  |                    |                            |
|--|--------------------|--------------------|--------------------|---|---|--------------------|----------------------------|
|  |                    | Volume             | No. of Lanes       | Lane Volume   | Volume  | No. of Lanes       | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |   |                    | 2<br>0<br>0<br>0<br>2<br>0 |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   | NB -- 0<br>EB -- 0  | SB -- 0<br>WB -- 0 |                            |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume   | Volume  | No. of Lanes       | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 52                 | 1                  | 52  | 52  | 1                  | 52                         |
|  | Left-Through       |                    | 0                  |   |   | 0                  |                            |
|  | Through            | 638                | 2                  | 319   | 1127  | 2                  | 564                        |
|  | Through-Right      |                    | 0                  |   |   | 0                  |                            |
|  | Right              | 95                 | 1                  | 55  | 107   | 1                  | 84                         |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>SOUTHBOUND</b>  | Left               | 33                 | 1                  | 33  | 66  | 1                  | 66                         |
|  | Left-Through       |                    | 0                  |   |   | 0                  |                            |
|  | Through            | 1264               | 1                  | 663   | 826   | 1                  | 447                        |
|  | Through-Right      |                    | 1                  |   |   | 1                  |                            |
|  | Right              | 62                 | 0                  | 62  | 67  | 0                  | 67                         |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>EASTBOUND</b>   | Left               | 27                 | 1                  | 27  | 79  | 1                  | 79                         |
|  | Left-Through       |                    | 0                  |   |   | 0                  |                            |
|  | Through            | 58                 | 0                  | 125   | 197   | 0                  | 280                        |
|  | Through-Right      |                    | 1                  |   |   | 1                  |                            |
|  | Right              | 67                 | 0                  | 0   | 83  | 0                  | 0                          |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>WESTBOUND</b>   | Left               | 81                 | 1                  | 81  | 47  | 1                  | 47                         |
|  | Left-Through       |                    | 0                  |   |   | 0                  |                            |
|  | Through            | 97                 | 0                  | 240   | 96  | 0                  | 165                        |
|  | Through-Right      |                    | 1                  |   |   | 1                  |                            |
|  | Right              | 143                | 0                  | 0   | 69  | 0                  | 0                          |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <b>North-South:</b> 715<br><b>East-West:</b> 267<br><b>SUM:</b> 982 | <b>North-South:</b> 630<br><b>East-West:</b> 327<br><b>SUM:</b> 957 |                    |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.655   |   |                    | 0.638                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.555</b>  |   |                    | <b>0.538</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>A</b>  |   |                    | <b>A</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**17**

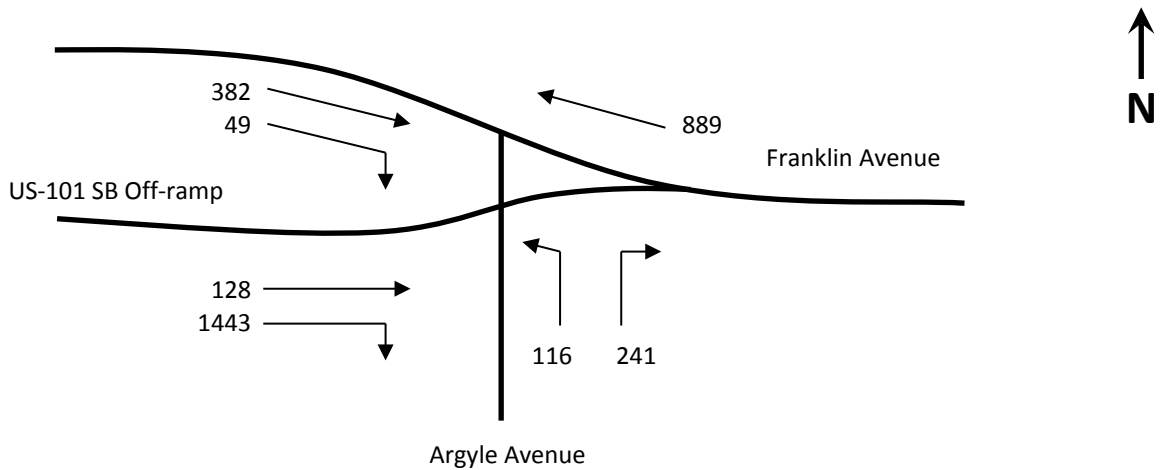
**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St  
**Scenario:** Existing Conditions  
**Count Date:** Year 2016

**East-West Street:** Sunset Blvd  
**Analyst:** GTC  
**Date:** Jun-16

|  |     | AM PEAK HOUR       |                    |  | PM PEAK HOUR       |                    |  |
|--|-----|--------------------|--------------------|--|--------------------|--------------------|--|
|  |     | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |     |                    |                    | 4<br>0<br>0<br>0<br>2<br>0   |                    |                    | 4<br>0<br>0<br>0<br>2<br>0   |
|  |     | NB -- 3<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 3<br>EB -- 0 | SB -- 0<br>WB -- 0 |  |
| MOVEMENT   |     | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume  |
| <b>NORTHBOUND</b>  | ↶   | 95                 | 1                  | 95   | 95                 | 1                  | 95   |
|  | ↶↷  |                    | 0                  |  |                    | 0                  |  |
|  | ↷   | 657                | 2                  | 329  | 1106               | 2                  | 553  |
|  | ↷↶  |                    | 0                  |  |                    | 0                  |  |
|  | ↷↷  | 199                | 1                  | 17   | 205                | 1                  | 50   |
|  | ↷↷↶ |                    | 0                  |  |                    | 0                  |  |
|  | ↷↷↷ |                    | 0                  |  |                    | 0                  |  |
| <b>SOUTHBOUND</b>  | ↷   | 70                 | 1                  | 70   | 121                | 1                  | 121  |
|  | ↷↶  |                    | 0                  |  |                    | 0                  |  |
|  | ↶   | 1164               | 1                  | 638  | 905                | 1                  | 515  |
|  | ↶↷  |                    | 1                  |  |                    | 1                  |  |
|  | ↶↷  | 112                | 0                  | 112  | 125                | 0                  | 125  |
|  | ↶↷↶ |                    | 0                  |  |                    | 0                  |  |
|  | ↶↷↷ |                    | 0                  |  |                    | 0                  |  |
| <b>EASTBOUND</b>   | ↶   | 46                 | 1                  | 46   | 76                 | 1                  | 76   |
|  | ↶↷  |                    | 0                  |  |                    | 0                  |  |
|  | ↷   | 786                | 2                  | 289  | 1219               | 2                  | 432  |
|  | ↷↶  |                    | 1                  |  |                    | 1                  |  |
|  | ↷↷  | 80                 | 0                  | 80   | 77                 | 0                  | 77   |
|  | ↷↷↶ |                    | 0                  |  |                    | 0                  |  |
|  | ↷↷↷ |                    | 0                  |  |                    | 0                  |  |
| <b>WESTBOUND</b>   | ↶   | 182                | 1                  | 182  | 155                | 1                  | 155  |
|  | ↶↷  |                    | 0                  |  |                    | 0                  |  |
|  | ↷   | 1152               | 2                  | 405  | 996                | 2                  | 368  |
|  | ↷↶  |                    | 1                  |  |                    | 1                  |  |
|  | ↷↷  | 62                 | 0                  | 62   | 107                | 0                  | 107  |
|  | ↷↷↶ |                    | 0                  |  |                    | 0                  |  |
|  | ↷↷↷ |                    | 0                  |  |                    | 0                  |  |
| <b>CRITICAL VOLUMES</b>  |     |                    |                    | <b>North-South:</b> 733<br><b>East-West:</b> 471<br><b>SUM:</b> 1204 |                    |                    | <b>North-South:</b> 674<br><b>East-West:</b> 587<br><b>SUM:</b> 1261 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |     |                    |                    | 0.876  |                    |                    | 0.917  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |     |                    |                    | <b>0.776</b>   |                    |                    | <b>0.817</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |     |                    |                    | <b>C</b>   |                    |                    | <b>D</b>   |

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Existing with Project Conditions - AM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through:  $\frac{889}{2} = 445$  or

Eastbound Through (Franklin):  $\frac{382}{2} = 191$  or

Eastbound Through (US-101): 128

Critical Volume #1 (CV1): **445**

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right:  
 $\frac{116 + 241}{2} = \frac{357}{2} = 179$  or

Northbound Right: 241 or

Eastbound Right (Franklin): 49

Critical Volume #2 (CV2): **179**

Critical Volume: 445 + 179 = **624**

Intersection V/C:  $\frac{624}{1500} = \mathbf{0.416}$

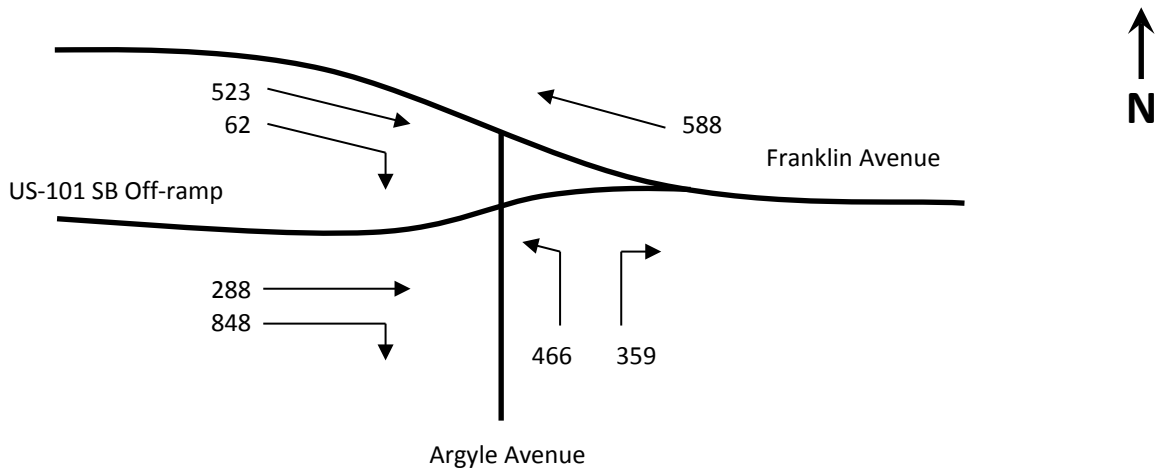
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.316**

**Intersection LOS: A**

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Existing with Project Conditions - PM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{523 + 62}{2} = 294 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{588}{2} = 294 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 288$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{294}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{466 + 359}{2} = \frac{825}{2} = 413 \quad \text{or}$$

$$\text{Northbound Right:} \quad 359 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 62$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{413}$$

$$\text{Critical Volume:} \quad 294 + 413 = \mathbf{707}$$

$$\text{Intersection V/C:} \quad \frac{707}{1500} = \mathbf{0.471}$$

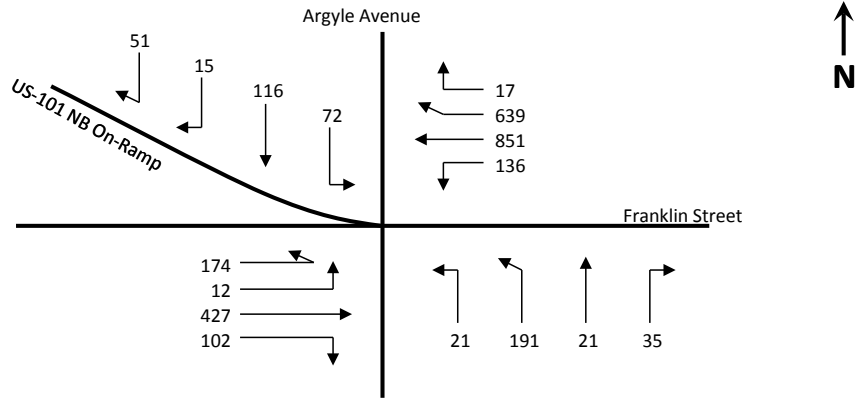
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.371}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Existing with Project Conditions - AM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Franklin Street**

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $174 + 12 = 186$  and

Westbound Throughs + Rights:  

$$\frac{851 + 639 + 17}{2} = \frac{1507}{2} = 754$$
 or

Westbound Rights:  $639 + 17 = 656$  or

Westbound Lefts: 136 and

Eastbound Throughs:  $\frac{427}{2} = 214$  or

Eastbound Rights: 102

Critical Volume #1 (CV1): **940**

**2) Critical volume calculation for northbound traffic on Argyle Avenue**

Northbound Lefts + Throughs:  

$$\frac{21 + 191 + 21}{2} = \frac{233}{2} = 117$$
 or

Northbound Rights:  $35 - 0.5 \cdot \text{WBL} = 0$

Critical Volume #2 (CV2): **117**

**3) Critical volume calculation for southbound traffic on Argyle Avenue**

Southbound Lefts: 72 or

Southbound Throughs + Rights:  

$$\frac{116 + 15 + 51}{2} = \frac{182}{2} = 91$$
 or

Southbound Rights:  $15 + 51 = 66$

Critical Volume #3 (CV3): **91**

---

Critical Volume:  $940 + 117 + 91 = 1148$

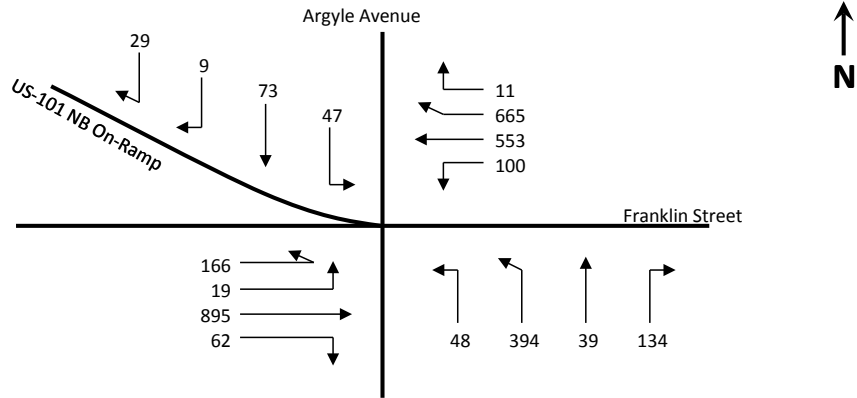
Intersection V/C:  $\frac{1148}{1375} = 0.835$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.735** **Intersection LOS: C**

## Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

### Existing with Project Conditions - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $166 + 19 = 185$  and

Westbound Throughs + Rights:  

$$\frac{553 + 665 + 11}{2} = \frac{1229}{2} = 615$$
 or

Westbound Rights:  $665 + 11 = 676$  or

Westbound Lefts: 100 and

Eastbound Throughs:  $\frac{895}{2} = 448$  or

Eastbound Rights: 62  
 Critical Volume #1 (CV1): **861**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{48 + 394 + 39}{2} = \frac{481}{2} = 241$$
 or

Northbound Rights:  $134 - 0.5 \cdot \text{WBL} = 84$

Critical Volume #2 (CV2): **241**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 47 or

Southbound Throughs + Rights:  

$$\frac{73 + 9 + 29}{2} = \frac{111}{2} = 56$$
 or

Southbound Rights:  $9 + 29 = 38$

Critical Volume #3 (CV3): **56**

Critical Volume:  $861 + 241 + 56 = 1158$

Intersection V/C:  $\frac{1158}{1375} = 0.842$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.742**

**Intersection LOS: C**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower Street      **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 4<br>1<br>0<br>0<br>2<br>0   |                |                | 4<br>1<br>0<br>0<br>2<br>0   |
|  |                       | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  |
|  |                       | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 253            | 1              | 157  | 400            | 1              | 268  |
|  | ↵↔ Left-Through       |                | 1              |  |                | 1              |  |
|  | → Through             | 60             | 0              | 157  | 135            | 0              | 268  |
|  | ↗ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 278            | 1              | 82   | 462            | 1              | 353  |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 18             | 0              | 18   | 20             | 0              | 20   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 144            | 0              | 213  | 89             | 0              | 123  |
|  | ↗ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 51             | 0              | 0  | 14             | 0              | 0  |
|  | ↗↔ Left-Through-Right |                | 1              |  |                | 1              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | ↵ Left                | 9              | 1              | 9  | 15             | 1              | 15   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 486            | 1              | 272  | 940            | 1              | 494  |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 58             | 0              | 58   | 48             | 0              | 48   |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | ↵ Left                | 196            | 1              | 196  | 109            | 1              | 109  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1244           | 1              | 625  | 898            | 1              | 458  |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 5              | 0              | 5  | 18             | 0              | 18   |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                       |                |                | <i>North-South:</i> 370<br><i>East-West:</i> 634<br><i>SUM:</i> 1004 |                |                | <i>North-South:</i> 476<br><i>East-West:</i> 603<br><i>SUM:</i> 1079 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                |                | 0.730  |                |                | 0.785  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                |                | <b>0.630</b>   |                |                | <b>0.685</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                |                | <b>B</b>   |                |                | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 101 **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016 **Analyst:** GTC **Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 3                       |                |                | 3                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 3 | 3                       | <i>NB --</i> 0 | <i>SB --</i> 3 | 3                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 10             | 0              | 10                      | 22             | 0              | 22                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 45             | 0              | 87                      | 48             | 0              | 95                      |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 32             | 0              | 0                       | 25             | 0              | 0                       |
|  | Left-Through-Right |                | 1              |                         |                | 1              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 174            | 0              | 174                     | 212            | 0              | 212                     |
|  | Left-Through       |                | 1              |                         |                | 1              |                         |
|  | Through            | 0              | 0              | 174                     | 1              | 0              | 213                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 165            | 1              | 73                      | 190            | 1              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 92             | 1              | 92                      | 193            | 1              | 193                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 707            | 1              | 357                     | 1137           | 1              | 571                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 6              | 0              | 6                       | 4              | 0              | 4                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 3              | 1              | 3                       | 5              | 1              | 5                       |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1290           | 1              | 702                     | 881            | 1              | 526                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 113            | 0              | 113                     | 171            | 0              | 171                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 261 |                |                | <i>North-South:</i> 307 |
|  |                    |                |                | <i>East-West:</i> 794   |                |                | <i>East-West:</i> 719   |
|  |                    |                |                | <b>SUM:</b> 1055        |                |                | <b>SUM:</b> 1026        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |                | 0.740                   |                |                | 0.720                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |                | <b>0.640</b>            |                |                | <b>0.620</b>            |
| LEVEL OF SERVICE (LOS):                |                    |                |                | <b>B</b>                |                |                | <b>B</b>                |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue      **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 32             | 0            | 32                      | 44             | 0            | 44                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 111            | 0            | 240                     | 146            | 0            | 419                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 97             | 0            | 0                       | 229            | 0            | 0                       |
|  | Left-Through-Right |                | 1            |                         |                | 1            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 81             | 0            | 81                      | 94             | 0            | 94                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 162            | 0            | 337                     | 123            | 0            | 313                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 94             | 0            | 0                       | 96             | 0            | 0                       |
|  | Left-Through-Right |                | 1            |                         |                | 1            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 83             | 1            | 83                      | 121            | 1            | 121                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 688            | 1            | 394                     | 1119           | 1            | 589                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 100            | 0            | 100                     | 58             | 0            | 58                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 184            | 1            | 184                     | 117            | 1            | 117                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1148           | 1            | 600                     | 882            | 1            | 465                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 52             | 0            | 52                      | 48             | 0            | 48                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 369 |                |              | <i>North-South:</i> 513 |
|  |                    |                |              | <i>East-West:</i> 683   |                |              | <i>East-West:</i> 706   |
|  |                    |                |              | <b>SUM:</b> 1052        |                |              | <b>SUM:</b> 1219        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |              | 0.701                   |                |              | 0.813                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |              | <b>0.601</b>            |                |              | <b>0.713</b>            |
| LEVEL OF SERVICE (LOS):                |                    |                |              | <b>B</b>                |                |              | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Yucca St

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                       |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| Override Capacity                      |                       |              |              | 2                       |              |              | 2                       |
|  |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↶ Left                | 70           | 1            | 70                      | 212          | 1            | 212                     |
|  | ↶↷ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↷ Through             | 352          | 1            | 253                     | 750          | 1            | 487                     |
|  | ↷↶ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↷ Right               | 154          | 0            | 154                     | 224          | 0            | 224                     |
|  | ↷↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↷ Left                | 99           | 1            | 99                      | 38           | 1            | 38                      |
|  | ↷↷ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↷ Through             | 1026         | 1            | 680                     | 827          | 1            | 435                     |
|  | ↷↶ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↷ Right               | 334          | 0            | 334                     | 42           | 0            | 42                      |
|  | ↷↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↶ Left                | 5            | 1            | 5                       | 51           | 1            | 51                      |
|  | ↶↷ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↷ Through             | 60           | 1            | 60                      | 136          | 1            | 136                     |
|  | ↷↶ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↷ Right               | 43           | 1            | 8                       | 50           | 1            | 0                       |
|  | ↷↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↷ Left                | 83           | 1            | 83                      | 56           | 1            | 56                      |
|  | ↷↷ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↷ Through             | 133          | 1            | 70                      | 77           | 1            | 44                      |
|  | ↷↶ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↷ Right               | 7            | 0            | 7                       | 11           | 0            | 11                      |
|  | ↷↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 750 |              |              | <i>North-South:</i> 647 |
|  |                       |              |              | <i>East-West:</i> 143   |              |              | <i>East-West:</i> 192   |
|  |                       |              |              | <b>SUM:</b> 893         |              |              | <b>SUM:</b> 839         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 0.595                   |              |              | 0.559                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.495</b>            |              |              | <b>0.459</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>A</b>                |              |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Yucca St  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR       |                    |   | PM PEAK HOUR  |                    |                            |
|--|--------------------|--------------------|--------------------|---|---|--------------------|----------------------------|
|  |                    | Volume             | No. of Lanes       | Lane Volume   | Volume  | No. of Lanes       | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>1<br>0<br>2<br>0  |   |                    | 2<br>0<br>1<br>0<br>2<br>0 |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 1<br>WB -- 0 |   | NB -- 0<br>EB -- 0  | SB -- 1<br>WB -- 0 |                            |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume   | Volume  | No. of Lanes       | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 9                  | 0                  | 9   | 23  | 0                  | 23                         |
|  | Left-Through       |                    | 1                  |   |   | 1                  |                            |
|  | Through            | 141                | 0                  | 78  | 428   | 0                  | 235                        |
|  | Through-Right      |                    | 1                  |   |   | 1                  |                            |
|  | Right              | 5                  | 0                  | 78  | 18  | 0                  | 235                        |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>SOUTHBOUND</b>  | Left               | 3                  | 0                  | 3   | 9   | 0                  | 9                          |
|  | Left-Through       |                    | 1                  |   |   | 1                  |                            |
|  | Through            | 204                | 0                  | 104   | 110   | 0                  | 64                         |
|  | Through-Right      |                    | 1                  |   |   | 1                  |                            |
|  | Right              | 1                  | 1                  | 0   | 1   | 1                  | 0                          |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>EASTBOUND</b>   | Left               | 151                | 1                  | 151   | 254   | 1                  | 254                        |
|  | Left-Through       |                    | 0                  |   |   | 0                  |                            |
|  | Through            | 22                 | 1                  | 22  | 85  | 1                  | 85                         |
|  | Through-Right      |                    | 0                  |   |   | 0                  |                            |
|  | Right              | 117                | 1                  | 117   | 63  | 1                  | 63                         |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>WESTBOUND</b>   | Left               | 38                 | 1                  | 38  | 8   | 1                  | 8                          |
|  | Left-Through       |                    | 0                  |   |   | 0                  |                            |
|  | Through            | 141                | 0                  | 176   | 59  | 0                  | 135                        |
|  | Through-Right      |                    | 1                  |   |   | 1                  |                            |
|  | Right              | 35                 | 0                  | 0   | 76  | 0                  | 0                          |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <i>North-South:</i> 113<br><i>East-West:</i> 327<br><b>SUM:</b> 440 | <i>North-South:</i> 244<br><i>East-West:</i> 389<br><b>SUM:</b> 633 |                    |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.293   |   |                    | 0.422                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.193</b>  |   |                    | <b>0.322</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>A</b>  |   |                    | <b>A</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR       |                    |  | PM PEAK HOUR       |                    |   |
|--|-----------------------|--------------------|--------------------|--|--------------------|--------------------|---|
|  |                       | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |
|  |                       | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   |
| MOVEMENT   |                       | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume   |
| <b>NORTHBOUND</b>  | ↵ Left                | 15                 | 0                  | 15   | 4                  | 0                  | 0   |
|  | ↵↔ Left-Through       |                    | 1                  |  |                    | 0                  |   |
|  | → Through             | 615                | 0                  | 369  | 794                | 1                  | 443   |
|  | ↵↔ Through-Right      |                    | 1                  |  |                    | 1                  |   |
|  | ↘ Right               | 33                 | 0                  | 369  | 92                 | 0                  | 92  |
|  | ↵↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |   |
|  | ↵↔ Left-Right         |                    | 0                  |  |                    | 0                  |   |
| <b>SOUTHBOUND</b>  | ↵ Left                | 28                 | 0                  | 28   | 4                  | 0                  | 0   |
|  | ↵↔ Left-Through       |                    | 1                  |  |                    | 0                  |   |
|  | → Through             | 1180               | 0                  | 810  | 766                | 1                  | 433   |
|  | ↵↔ Through-Right      |                    | 1                  |  |                    | 1                  |   |
|  | ↘ Right               | 327                | 0                  | 810  | 100                | 0                  | 100   |
|  | ↵↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |   |
|  | ↵↔ Left-Right         |                    | 0                  |  |                    | 0                  |   |
| <b>EASTBOUND</b>   | ↵ Left                | 38                 | 1                  | 38   | 63                 | 1                  | 63  |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |   |
|  | → Through             | 519                | 1                  | 276  | 880                | 1                  | 454   |
|  | ↵↔ Through-Right      |                    | 1                  |  |                    | 1                  |   |
|  | ↘ Right               | 32                 | 0                  | 32   | 28                 | 0                  | 28  |
|  | ↵↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |   |
|  | ↵↔ Left-Right         |                    | 0                  |  |                    | 0                  |   |
| <b>WESTBOUND</b>   | ↵ Left                | 76                 | 1                  | 76   | 43                 | 1                  | 43  |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |   |
|  | → Through             | 983                | 2                  | 492  | 746                | 2                  | 373   |
|  | ↵↔ Through-Right      |                    | 0                  |  |                    | 0                  |   |
|  | ↘ Right               | 34                 | 1                  | 34   | 83                 | 1                  | 83  |
|  | ↵↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |   |
|  | ↵↔ Left-Right         |                    | 0                  |  |                    | 0                  |   |
| <b>CRITICAL VOLUMES</b>  |                       |                    |                    | <i>North-South:</i> 825<br><i>East-West:</i> 530<br><i>SUM:</i> 1355 |                    |                    | <i>North-South:</i> 443<br><i>East-West:</i> 497<br><i>SUM:</i> 940 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                    |                    | 0.903  |                    |                    | 0.627   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                    |                    | <b>0.803</b>   |                    |                    | <b>0.527</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                    |                    | <b>D</b>   |                    |                    | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Ivar Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                       | AM PEAK HOUR       |                    |   | PM PEAK HOUR       |                    |   |
|--|-----------------------|--------------------|--------------------|---|--------------------|--------------------|---|
|  |                       | Volume             | No. of Lanes       | Lane Volume   | Volume             | No. of Lanes       | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |
|  |                       | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   |
| MOVEMENT   |                       | Volume             | No. of Lanes       | Lane Volume   | Volume             | No. of Lanes       | Lane Volume   |
| <b>NORTHBOUND</b>  | ↵ Left                | 8                  | 0                  | 8   | 29                 | 0                  | 29  |
|  | ↵↔ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 57                 | 0                  | 102   | 211                | 0                  | 345   |
|  | ↘ Through-Right       |                    | 0                  |   |                    | 0                  |   |
|  | ↘ Right               | 37                 | 0                  | 0   | 105                | 0                  | 0   |
|  | ↘↔ Left-Through-Right |                    | 1                  |   |                    | 1                  |   |
|  | ↘↔ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>SOUTHBOUND</b>  | ↵ Left                | 11                 | 0                  | 11  | 10                 | 0                  | 10  |
|  | ↵↔ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 233                | 0                  | 370   | 44                 | 0                  | 71  |
|  | ↘ Through-Right       |                    | 0                  |   |                    | 0                  |   |
|  | ↘ Right               | 126                | 0                  | 0   | 17                 | 0                  | 0   |
|  | ↘↔ Left-Through-Right |                    | 1                  |   |                    | 1                  |   |
|  | ↘↔ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>EASTBOUND</b>   | ↵ Left                | 18                 | 1                  | 18  | 26                 | 1                  | 26  |
|  | ↵↔ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 546                | 1                  | 283   | 891                | 1                  | 459   |
|  | ↘ Through-Right       |                    | 1                  |   |                    | 1                  |   |
|  | ↘ Right               | 20                 | 0                  | 20  | 27                 | 0                  | 27  |
|  | ↘↔ Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | ↘↔ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>WESTBOUND</b>   | ↵ Left                | 77                 | 1                  | 77  | 51                 | 1                  | 51  |
|  | ↵↔ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 1077               | 1                  | 559   | 709                | 1                  | 372   |
|  | ↘ Through-Right       |                    | 1                  |   |                    | 1                  |   |
|  | ↘ Right               | 41                 | 0                  | 41  | 35                 | 0                  | 35  |
|  | ↘↔ Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | ↘↔ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>CRITICAL VOLUMES</b>  |                       |                    |                    | <i>North-South:</i> 378<br><i>East-West:</i> 577<br><i>SUM:</i> 955 |                    |                    | <i>North-South:</i> 355<br><i>East-West:</i> 510<br><i>SUM:</i> 865 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                    |                    | 0.637   |                    |                    | 0.577   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                    |                    | <b>0.537</b>  |                    |                    | <b>0.477</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                    |                    | <b>A</b>  |                    |                    | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |     | AM PEAK HOUR       |                    |  | PM PEAK HOUR       |                    |  |
|--|-----|--------------------|--------------------|--|--------------------|--------------------|--|
|  |     | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |     |                    |                    | 3<br>0<br>0<br>0<br>2<br>0   |                    |                    | 3<br>0<br>0<br>0<br>2<br>0   |
|  |     | NB -- 0<br>EB -- 3 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 3 | SB -- 0<br>WB -- 0 |  |
| MOVEMENT   |     | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume  |
| <b>NORTHBOUND</b>  | ↶   | 90                 | 1                  | 90   | 116                | 1                  | 116  |
|  | ↶↷  |                    | 0                  |  |                    | 0                  |  |
|  | ↷   | 541                | 2                  | 271  | 1050               | 2                  | 525  |
|  | ↷↶  |                    | 0                  |  |                    | 0                  |  |
|  | ↷↷  | 165                | 1                  | 115  | 219                | 1                  | 184  |
|  | ↷↷↶ |                    | 0                  |  |                    | 0                  |  |
|  | ↷↷↷ |                    | 0                  |  |                    | 0                  |  |
| <b>SOUTHBOUND</b>  | ↷   | 40                 | 1                  | 40   | 62                 | 1                  | 62   |
|  | ↷↶  |                    | 0                  |  |                    | 0                  |  |
|  | ↶   | 1016               | 1                  | 558  | 776                | 1                  | 424  |
|  | ↶↷  |                    | 1                  |  |                    | 1                  |  |
|  | ↶↶  | 100                | 0                  | 100  | 71                 | 0                  | 71   |
|  | ↶↶↷ |                    | 0                  |  |                    | 0                  |  |
|  | ↶↶↶ |                    | 0                  |  |                    | 0                  |  |
| <b>EASTBOUND</b>   | ↶   | 42                 | 1                  | 42   | 60                 | 1                  | 60   |
|  | ↶↷  |                    | 0                  |  |                    | 0                  |  |
|  | ↷   | 484                | 2                  | 242  | 898                | 2                  | 449  |
|  | ↷↶  |                    | 0                  |  |                    | 0                  |  |
|  | ↷↷  | 5                  | 1                  | 0  | 15                 | 1                  | 0  |
|  | ↷↷↶ |                    | 0                  |  |                    | 0                  |  |
|  | ↷↷↷ |                    | 0                  |  |                    | 0                  |  |
| <b>WESTBOUND</b>   | ↶   | 101                | 1                  | 101  | 70                 | 1                  | 70   |
|  | ↶↷  |                    | 0                  |  |                    | 0                  |  |
|  | ↷   | 1027               | 1                  | 532  | 668                | 1                  | 388  |
|  | ↷↶  |                    | 1                  |  |                    | 1                  |  |
|  | ↷↷  | 36                 | 0                  | 36   | 108                | 0                  | 108  |
|  | ↷↷↶ |                    | 0                  |  |                    | 0                  |  |
|  | ↷↷↷ |                    | 0                  |  |                    | 0                  |  |
| <b>CRITICAL VOLUMES</b>  |     |                    |                    | <i>North-South:</i> 648<br><i>East-West:</i> 574<br><i>SUM:</i> 1222 |                    |                    | <i>North-South:</i> 587<br><i>East-West:</i> 519<br><i>SUM:</i> 1106 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |     |                    |                    | 0.858  |                    |                    | 0.776  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |     |                    |                    | <b>0.758</b>   |                    |                    | <b>0.676</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |     |                    |                    | <b>C</b>   |                    |                    | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 31             | 1            | 31                      | 37             | 1            | 37                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 80             | 1            | 80                      | 284            | 1            | 284                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 40             | 1            | 0                       | 44             | 1            | 10                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 55             | 1            | 55                      | 36             | 1            | 36                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 223            | 1            | 223                     | 123            | 1            | 123                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 45             | 1            | 8                       | 65             | 1            | 10                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 75             | 1            | 75                      | 110            | 1            | 110                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 512            | 2            | 256                     | 926            | 2            | 463                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 124            | 1            | 109                     | 168            | 1            | 150                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 180            | 1            | 180                     | 68             | 1            | 68                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1052           | 1            | 553                     | 721            | 1            | 433                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 53             | 0            | 53                      | 145            | 0            | 145                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 254 |                |              | <i>North-South:</i> 320 |
|  |                    |                |              | <i>East-West:</i> 628   |                |              | <i>East-West:</i> 543   |
|  |                    |                |              | <b>SUM:</b> 882         |                |              | <b>SUM:</b> 863         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.588                   |                |              | 0.575                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.488</b>            |                |              | <b>0.475</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>A</b>                |                |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Gower St

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |   |
|--|--------------------|----------------|----------------|--|----------------|----------------|---|
|  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume   |
| No. of Phases                          |                    |                |                | 2  |                |                | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0  |                |                | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0  | <i>NB --</i> 0 | <i>SB --</i> 0 | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0  | <i>EB --</i> 0 | <i>WB --</i> 0 | 0   |
| Override Capacity                      |                    |                |                | 2  |                |                | 2   |
|  |                    |                |                | 0  |                |                | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 46             | 1              | 46   | 71             | 1              | 71  |
|  | Left-Through       |                | 0              |  |                | 0              |   |
|  | Through            | 290            | 1              | 172  | 591            | 1              | 344   |
|  | Through-Right      |                | 1              |  |                | 1              |   |
|  | Right              | 53             | 0              | 53   | 97             | 0              | 97  |
|  | Left-Through-Right |                | 0              |  |                | 0              |   |
|  | Left-Right         |                | 0              |  |                | 0              |   |
| <b>SOUTHBOUND</b>                      | Left               | 56             | 1              | 56   | 45             | 1              | 45  |
|  | Left-Through       |                | 0              |  |                | 0              |   |
|  | Through            | 423            | 1              | 423  | 372            | 1              | 372   |
|  | Through-Right      |                | 0              |  |                | 0              |   |
|  | Right              | 387            | 1              | 367  | 135            | 1              | 92  |
|  | Left-Through-Right |                | 0              |  |                | 0              |   |
|  | Left-Right         |                | 0              |  |                | 0              |   |
| <b>EASTBOUND</b>                       | Left               | 40             | 1              | 40   | 87             | 1              | 87  |
|  | Left-Through       |                | 0              |  |                | 0              |   |
|  | Through            | 536            | 1              | 284  | 897            | 1              | 478   |
|  | Through-Right      |                | 1              |  |                | 1              |   |
|  | Right              | 31             | 0              | 31   | 58             | 0              | 58  |
|  | Left-Through-Right |                | 0              |  |                | 0              |   |
|  | Left-Right         |                | 0              |  |                | 0              |   |
| <b>WESTBOUND</b>                       | Left               | 68             | 1              | 68   | 68             | 1              | 68  |
|  | Left-Through       |                | 0              |  |                | 0              |   |
|  | Through            | 1148           | 1              | 586  | 744            | 1              | 407   |
|  | Through-Right      |                | 1              |  |                | 1              |   |
|  | Right              | 24             | 0              | 24   | 70             | 0              | 70  |
|  | Left-Through-Right |                | 0              |  |                | 0              |   |
|  | Left-Right         |                | 0              |  |                | 0              |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 469<br><i>East-West:</i> 626<br><i>SUM:</i> 1095 |                |                | <i>North-South:</i> 443<br><i>East-West:</i> 546<br><i>SUM:</i> 989 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.730  |                |                | 0.659   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.630</b>   |                |                | <b>0.559</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>B</b>   |                |                | <b>A</b>  |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 38             | 1            | 38                      | 78             | 1            | 78                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 133            | 0            | 278                     | 316            | 0            | 472                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 145            | 0            | 0                       | 156            | 0            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 92             | 0            | 92                      | 73             | 0            | 73                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 303            | 0            | 486                     | 189            | 0            | 338                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 91             | 0            | 0                       | 76             | 0            | 0                       |
|  | Left-Through-Right |                | 1            |                         |                | 1            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 22             | 1            | 22                      | 72             | 1            | 72                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 513            | 1            | 289                     | 952            | 1            | 502                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 64             | 0            | 64                      | 51             | 0            | 51                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 157            | 1            | 157                     | 83             | 1            | 83                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1053           | 1            | 545                     | 592            | 1            | 320                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 37             | 0            | 37                      | 48             | 0            | 48                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 524 |                |              | <i>North-South:</i> 545 |
|  |                    |                |              | <i>East-West:</i> 567   |                |              | <i>East-West:</i> 585   |
|  |                    |                |              | <b>SUM:</b> 1091        |                |              | <b>SUM:</b> 1130        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |              | 0.727                   |                |              | 0.753                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |              | <b>0.627</b>            |                |              | <b>0.653</b>            |
| LEVEL OF SERVICE (LOS):                |                    |                |              | <b>B</b>                |                |              | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



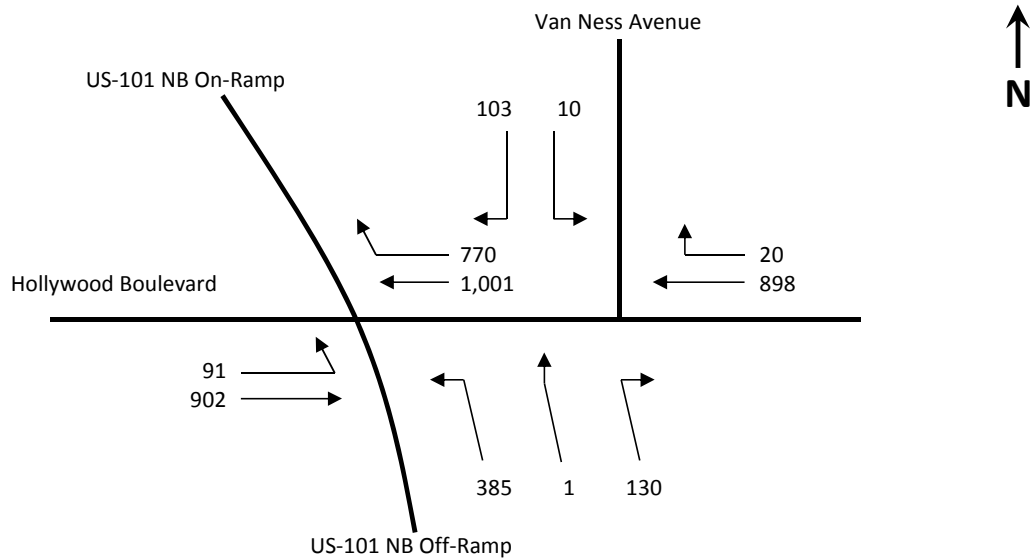
**I/S #:**  
**14**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|   |                    | AM PEAK HOUR   |                |   | PM PEAK HOUR   |                |   |
|---|--------------------|----------------|----------------|---|----------------|----------------|---|
|   |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| <b>No. of Phases</b><br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 3   |                |                | 3   |
|   |                    |                |                | 0   |                |                | 0   |
|   |                    | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0   | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0   |
|   |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 | 0   | <i>EB</i> -- 0 | <i>WB</i> -- 0 | 0   |
|   |                    |                |                | 2   |                |                | 2   |
|   |                    |                |                | 0   |                |                | 0   |
| MOVEMENT  |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| <b>NORTHBOUND</b>   | Left               | 0              | 0              | 0   | 0              | 0              | 0   |
|   | Left-Through       |                | 0              |   |                | 0              |   |
|   | Through            | 0              | 0              | 0   | 0              | 0              | 0   |
|   | Through-Right      |                | 0              |   |                | 0              |   |
|   | Right              | 0              | 0              | 0   | 0              | 0              | 0   |
|   | Left-Through-Right |                | 0              |   |                | 0              |   |
|   | Left-Right         |                | 0              |   |                | 0              |   |
| <b>SOUTHBOUND</b>   | Left               | 499            | 1              | 323   | 506            | 1              | 294   |
|   | Left-Through       |                | 0              |   |                | 0              |   |
|   | Through            | 4              | 0              | 323   | 13             | 0              | 294   |
|   | Through-Right      |                | 0              |   |                | 0              |   |
|   | Right              | 142            | 0              | 0   | 68             | 0              | 0   |
|   | Left-Through-Right |                | 1              |   |                | 1              |   |
|   | Left-Right         |                | 0              |   |                | 0              |   |
| <b>EASTBOUND</b>  | Left               | 0              | 0              | 0   | 0              | 0              | 0   |
|   | Left-Through       |                | 0              |   |                | 0              |   |
|   | Through            | 475            | 2              | 238   | 899            | 2              | 450   |
|   | Through-Right      |                | 0              |   |                | 0              |   |
|   | Right              | 189            | 1              | 189   | 243            | 1              | 243   |
|   | Left-Through-Right |                | 0              |   |                | 0              |   |
|   | Left-Right         |                | 0              |   |                | 0              |   |
| <b>WESTBOUND</b>  | Left               | 38             | 1              | 38  | 21             | 1              | 21  |
|   | Left-Through       |                | 0              |   |                | 0              |   |
|   | Through            | 1321           | 2              | 661   | 975            | 2              | 488   |
|   | Through-Right      |                | 0              |   |                | 0              |   |
|   | Right              | 0              | 0              | 0   | 0              | 0              | 0   |
|   | Left-Through-Right |                | 0              |   |                | 0              |   |
|   | Left-Right         |                | 0              |   |                | 0              |   |
| <b>CRITICAL VOLUMES</b>   |                    |                |                | <i>North-South:</i> 323<br><i>East-West:</i> 661<br><i>SUM:</i> 984 |                |                | <i>North-South:</i> 294<br><i>East-West:</i> 488<br><i>SUM:</i> 782 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>   |                    |                |                | 0.691   |                |                | 0.549   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>  |                    |                |                | <b>0.591</b>  |                |                | <b>0.449</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>  |                    |                |                | <b>A</b>  |                |                | <b>A</b>  |

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Existing with Project Conditions - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

|                           |                         |  |            |
|---------------------------|-------------------------|--|------------|
| Eastbound Lefts:          | 91                      |  | <u>and</u> |
| Westbound Throughs:       | $\frac{1,001}{2} = 501$ |  | <u>or</u>  |
| Westbound Rights:         | 770                     |  | <u>or</u>  |
| Eastbound Throughs:       | $\frac{902}{2} = 451$   |  |            |
| Critical Volume #1 (CV1): | <b>861</b>              |  |            |

- 2) Critical volume calculation for northbound traffic exiting US-101

|                               |            |   |      |   |     |           |
|-------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:             | 385        | * | 0.55 | = | 212 | <u>or</u> |
| Northbound Throughs + Rights: | 1          | + | 130  | = | 131 |           |
| Critical Volume #2 (CV2):     | <b>212</b> |   |      |   |     |           |

- 3) Critical volume calculation for southbound traffic on Van Ness Avenue

|                           |            |  |           |
|---------------------------|------------|--|-----------|
| Southbound Lefts:         | 10         |  | <u>or</u> |
| Southbound Rights:        | 103        |  |           |
| Critical Volume #3 (CV3): | <b>103</b> |  |           |

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Critical Volume: 861 + 212 + 103 = **1,176**

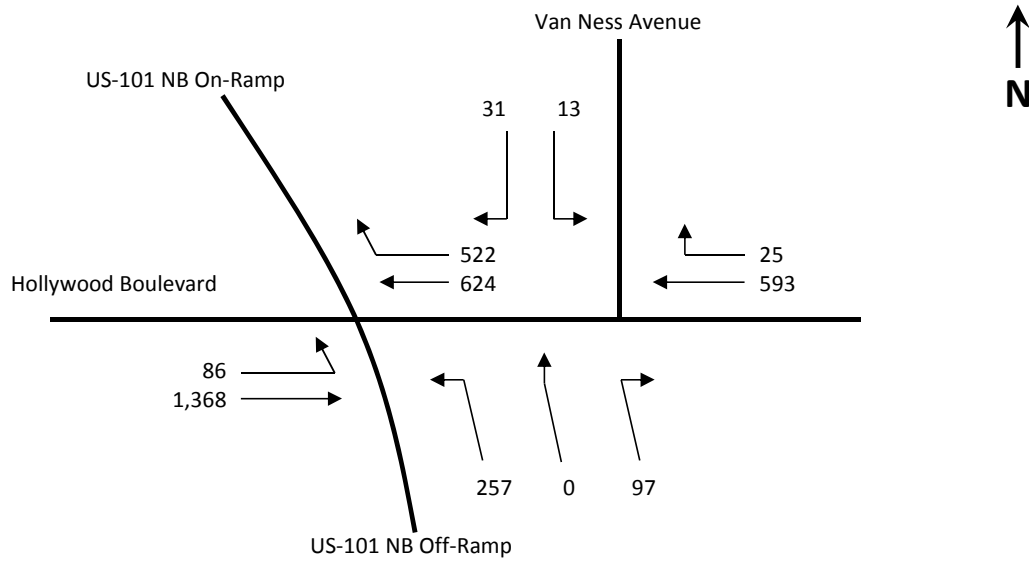
Intersection V/C:  $\frac{1,176}{1,425} = \mathbf{0.825}$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.725**                      **Intersection LOS: C**

# Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

## Existing with Project Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

|                                  |                   |   |     |            |  |
|----------------------------------|-------------------|---|-----|------------|--|
| Eastbound Lefts:                 | 86                |   |     | <u>and</u> |  |
| Westbound Throughs:              | $\frac{624}{2}$   | = | 312 | <u>or</u>  |  |
| Westbound Rights:                | 522               |   |     | <u>or</u>  |  |
| Eastbound Throughs:              | $\frac{1,368}{2}$ | = | 684 |            |  |
| <b>Critical Volume #1 (CV1):</b> | <b>684</b>        |   |     |            |  |

2) Critical volume calculation for northbound traffic exiting US-101

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 257        | * | 0.55 | = | 141 | <u>or</u> |
| Northbound Throughs + Rights:    | 0          | + | 97   | = | 97  |           |
| <b>Critical Volume #2 (CV2):</b> | <b>141</b> |   |      |   |     |           |

3) Critical volume calculation for southbound traffic on Van Ness Avenue

|                                  |           |  |  |           |  |
|----------------------------------|-----------|--|--|-----------|--|
| Southbound Lefts:                | 13        |  |  | <u>or</u> |  |
| Southbound Rights:               | 31        |  |  |           |  |
| <b>Critical Volume #3 (CV3):</b> | <b>31</b> |  |  |           |  |

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Critical Volume:      684    +    141    +    31    =    **856**

Intersection V/C:       $\frac{856}{1,425}$     =    **0.601**

ATSAC/ATCS Credit:      0.10

**Final intersection V/C:      0.501      Intersection LOS:      A**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Selma Ave

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |   | PM PEAK HOUR   |              |   |
|--|--------------------|----------------|--------------|---|----------------|--------------|---|
|  |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume   |
| No. of Phases                          |                    |                |              | 2   |                |              | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0   |                |              | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0   | <i>NB --</i> 0 | <i>SB --</i> | 0   |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0   | <i>EB --</i> 0 | <i>WB --</i> | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2   |                |              | 2   |
| Override Capacity                      |                    |                |              | 0   |                |              | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 52             | 1            | 52  | 52             | 1            | 52  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 650            | 2            | 325   | 1134           | 2            | 567   |
|  | Through-Right      |                | 0            |   |                | 0            |   |
|  | Right              | 95             | 1            | 55  | 107            | 1            | 84  |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>SOUTHBOUND</b>                      | Left               | 33             | 1            | 33  | 66             | 1            | 66  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 1272           | 1            | 667   | 834            | 1            | 451   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 62             | 0            | 62  | 67             | 0            | 67  |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>EASTBOUND</b>                       | Left               | 27             | 1            | 27  | 79             | 1            | 79  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 58             | 0            | 125   | 197            | 0            | 280   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 67             | 0            | 0   | 83             | 0            | 0   |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>WESTBOUND</b>                       | Left               | 81             | 1            | 81  | 47             | 1            | 47  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 97             | 0            | 240   | 96             | 0            | 165   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 143            | 0            | 0   | 69             | 0            | 0   |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 719<br><i>East-West:</i> 267<br><i>SUM:</i> 986 |                |              | <i>North-South:</i> 633<br><i>East-West:</i> 327<br><i>SUM:</i> 960 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.657   |                |              | 0.640   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.557</b>  |                |              | <b>0.540</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>A</b>  |                |              | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**17**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Sunset Blvd

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

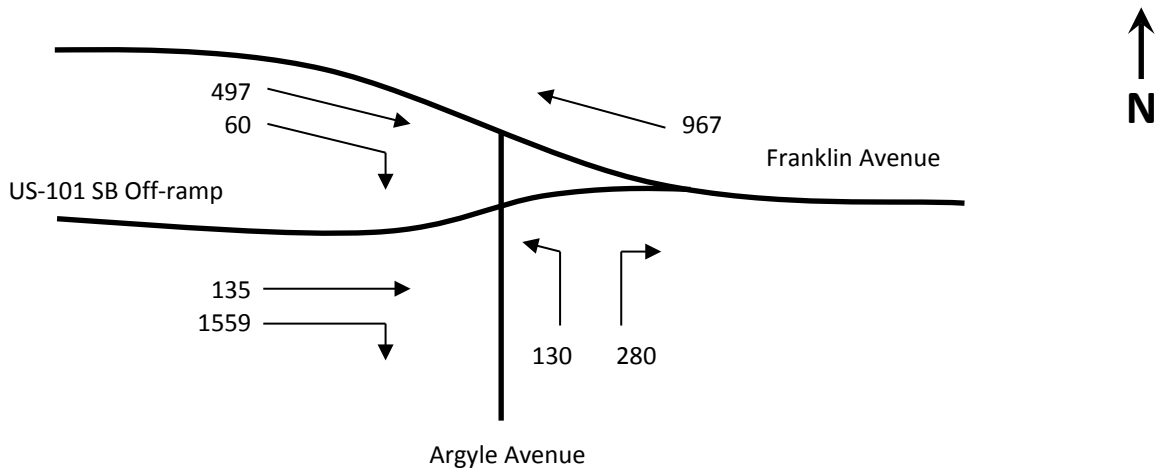
**Analyst:** GTC

**Date:** Jun-16

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       |              |              |                         |              |              |                         |
| No. of Phases                          |                       |              |              | 4                       |              |              | 4                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 3      | SB -- 0      | 0                       | NB -- 3      | SB -- 0      | 0                       |
|  |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       |              |              | 2                       |              |              | 2                       |
| Override Capacity                      |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 95           | 1            | 95                      | 95           | 1            | 95                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↔ Through             | 663          | 2            | 332                     | 1110         | 2            | 555                     |
|  | ↔↗ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↗ Right               | 199          | 1            | 17                      | 205          | 1            | 50                      |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↗↵ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 72           | 1            | 72                      | 123          | 1            | 123                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↔ Through             | 1168         | 1            | 641                     | 909          | 1            | 518                     |
|  | ↔↗ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↗ Right               | 114          | 0            | 114                     | 127          | 0            | 127                     |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↗↵ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 49           | 1            | 49                      | 78           | 1            | 78                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↔ Through             | 786          | 2            | 289                     | 1219         | 2            | 432                     |
|  | ↔↗ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↗ Right               | 80           | 0            | 80                      | 77           | 0            | 77                      |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↗↵ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 182          | 1            | 182                     | 155          | 1            | 155                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↔ Through             | 1152         | 2            | 406                     | 996          | 2            | 368                     |
|  | ↔↗ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↗ Right               | 65           | 0            | 65                      | 109          | 0            | 109                     |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↗↵ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 736 |              |              | <i>North-South:</i> 678 |
|  |                       |              |              | <i>East-West:</i> 471   |              |              | <i>East-West:</i> 587   |
|  |                       |              |              | <b>SUM:</b> 1207        |              |              | <b>SUM:</b> 1265        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 0.878                   |              |              | 0.920                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.778</b>            |              |              | <b>0.820</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>C</b>                |              |              | <b>D</b>                |

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future without Project Conditions (Year 2021) - AM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{967}{2} = 484 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{497}{2} = 249 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 135$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{484}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{130 + 280}{2} = \frac{410}{2} = 205 \quad \text{or}$$

$$\text{Northbound Right:} \quad 280 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 60$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{205}$$

$$\text{Critical Volume:} \quad 484 + 205 = \mathbf{689}$$

$$\text{Intersection V/C:} \quad \frac{689}{1500} = \mathbf{0.459}$$

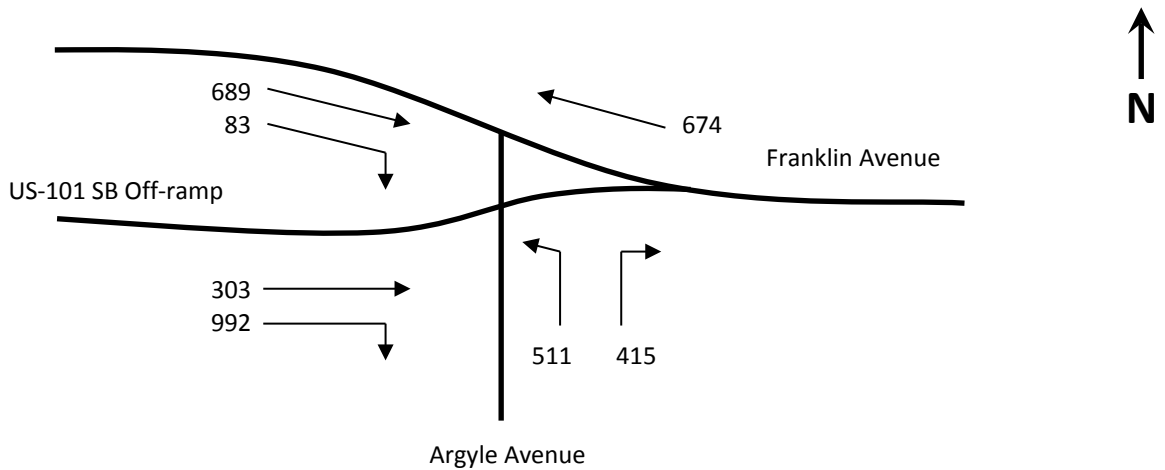
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.359}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future without Project Conditions (Year 2021) - PM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through:  $\frac{674}{2} = 337$  or

Eastbound Through (Franklin):  $\frac{689}{2} = 345$  or

Eastbound Through (US-101): 303

Critical Volume #1 (CV1): **345**

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right:  
 $\frac{511 + 415}{2} = \frac{926}{2} = 463$  or

Northbound Right: 415 or

Eastbound Right (Franklin): 83

Critical Volume #2 (CV2): **463**

Critical Volume: 345 + 463 = **808**

Intersection V/C:  $\frac{808}{1500} = \mathbf{0.539}$

ATSAC/ATCS Credit: 0.10

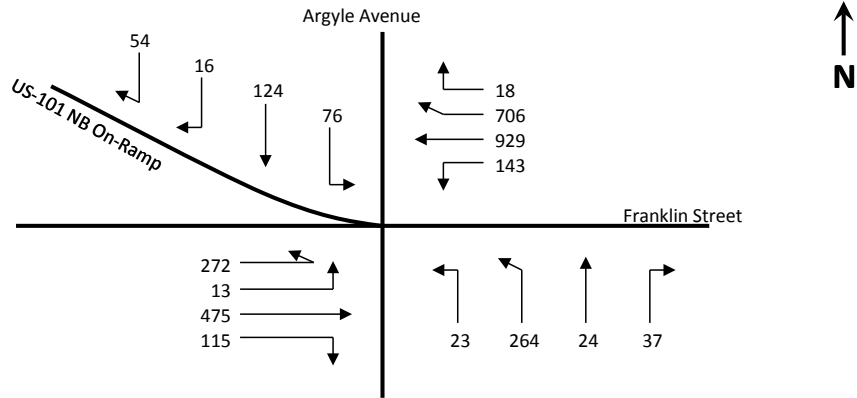
**Final intersection V/C: 0.439**

**Intersection LOS: A**



**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future without Project Conditions (Year 2021) - AM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Franklin Street**

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $272 + 13 = 285$  and

Westbound Throughs + Rights:  

$$\frac{929 + 706 + 18}{2} = \frac{1653}{2} = 827$$
 or

Westbound Rights:  $706 + 18 = 724$  or

Westbound Lefts: 143 and

Eastbound Throughs:  $\frac{475}{2} = 238$  or

Eastbound Rights: 115

Critical Volume #1 (CV1): **1112**

**2) Critical volume calculation for northbound traffic on Argyle Avenue**

Northbound Lefts + Throughs:  

$$\frac{23 + 264 + 24}{2} = \frac{311}{2} = 156$$
 or

Northbound Rights:  $37 - 0.5 \cdot \text{WBL} = 0$

Critical Volume #2 (CV2): **156**

**3) Critical volume calculation for southbound traffic on Argyle Avenue**

Southbound Lefts: 76 or

Southbound Throughs + Rights:  

$$\frac{124 + 16 + 54}{2} = \frac{194}{2} = 97$$
 or

Southbound Rights:  $16 + 54 = 70$

Critical Volume #3 (CV3): **97**

Critical Volume:  $1112 + 156 + 97 = 1365$

Intersection V/C:  $\frac{1365}{1375} = 0.993$

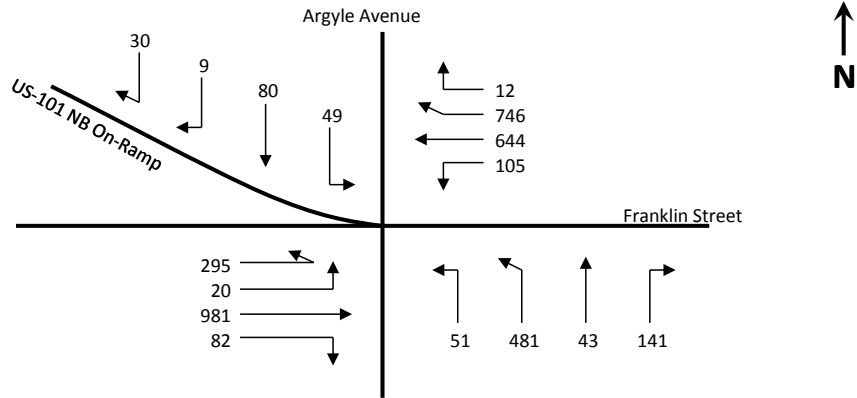
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.893**

**Intersection LOS: D**

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future without Project Conditions (Year 2021) - PM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Franklin Street**

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $295 + 20 = 315$  and

Westbound Throughs + Rights:  

$$\frac{644 + 746 + 12}{2} = \frac{1402}{2} = 701$$
 or

Westbound Rights:  $746 + 12 = 758$  or

Westbound Lefts: 105 and

Eastbound Throughs:  $\frac{981}{2} = 491$  or

Eastbound Rights: 82  
**Critical Volume #1 (CV1): 1073**

**2) Critical volume calculation for northbound traffic on Argyle Avenue**

Northbound Lefts + Throughs:  

$$\frac{51 + 481 + 43}{2} = \frac{575}{2} = 288$$
 or

Northbound Rights:  $141 - 0.5 \times \text{WBL} = 88$

**Critical Volume #2 (CV2): 288**

**3) Critical volume calculation for southbound traffic on Argyle Avenue**

Southbound Lefts: 49 or

Southbound Throughs + Rights:  

$$\frac{80 + 9 + 30}{2} = \frac{119}{2} = 60$$
 or

Southbound Rights:  $9 + 30 = 39$

**Critical Volume #3 (CV3): 60**

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Critical Volume:  $1073 + 288 + 60 = 1421$

Intersection V/C:  $\frac{1421}{1375} = 1.033$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.933**

**Intersection LOS: E**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower Street      **East-West Street:** Franklin Avenue  
**Scenario:** Future without Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       |                |                |  |                |                |  |
| No. of Phases                          |                       |                |                | 4  |                |                | 4  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |                |                | 1  |                |                | 1  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | <i>NB --</i> 3 | <i>SB --</i> 0 | 0  | <i>NB --</i> 3 | <i>SB --</i> 0 | 0  |
|  |                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0  | <i>EB --</i> 0 | <i>WB --</i> 0 | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                       |                |                | 2  |                |                | 2  |
| Override Capacity                      |                       |                |                | 0  |                |                | 0  |
| MOVEMENT                               |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>                      | ↵ Left                | 314            | 1              | 189  | 484            | 1              | 315  |
|  | ↵↔ Left-Through       |                | 1              |  |                | 1              |  |
|  | → Through             | 64             | 0              | 189  | 146            | 0              | 315  |
|  | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|  | ↵ Right               | 295            | 1              | 88   | 490            | 1              | 369  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 19             | 0              | 19   | 21             | 0              | 21   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 156            | 0              | 229  | 96             | 0              | 132  |
|  | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|  | ↵ Right               | 54             | 0              | 0  | 15             | 0              | 0  |
|  | ↵↔ Left-Through-Right |                | 1              |  |                | 1              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>                       | ↵ Left                | 9              | 1              | 9  | 16             | 1              | 16   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 537            | 1              | 300  | 1024           | 1              | 540  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↵ Right               | 62             | 0              | 62   | 55             | 0              | 55   |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>                       | ↵ Left                | 207            | 1              | 207  | 121            | 1              | 121  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1329           | 1              | 667  | 990            | 1              | 505  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↵ Right               | 5              | 0              | 5  | 19             | 0              | 19   |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>                |                       |                |                | <i>North-South:</i> 418<br><i>East-West:</i> 676<br><i>SUM:</i> 1094 |                |                | <i>North-South:</i> 501<br><i>East-West:</i> 661<br><i>SUM:</i> 1162 |
| VOLUME/CAPACITY (V/C) RATIO:           |                       |                |                | 0.796  |                |                | 0.845  |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                       |                |                | <b>0.696</b>   |                |                | <b>0.745</b>   |
| LEVEL OF SERVICE (LOS):                |                       |                |                | <b>B</b>   |                |                | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 101 **East-West Street:** Franklin Avenue  
**Scenario:** Future without Project Conditions (Year 2021)  
**Count Date:** Year 2016 **Analyst:** GTC **Date:** Jun-16

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       |              |              |                         |              |              |                         |
| No. of Phases                          |                       |              |              | 3                       |              |              | 3                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 3      | 3                       | NB -- 0      | SB -- 3      | 3                       |
|  |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       |              |              | 2                       |              |              | 2                       |
| Override Capacity                      |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 11           | 0            | 11                      | 23           | 0            | 23                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 47           | 0            | 92                      | 50           | 0            | 99                      |
|  | ↵↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↵ Right               | 34           | 0            | 0                       | 26           | 0            | 0                       |
|  | ↵↔ Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 183          | 0            | 183                     | 223          | 0            | 223                     |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 0            | 0            | 183                     | 1            | 0            | 224                     |
|  | ↵↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↵ Right               | 173          | 1            | 76                      | 200          | 1            | 0                       |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 97           | 1            | 97                      | 203          | 1            | 203                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 772          | 1            | 389                     | 1234         | 1            | 619                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↵ Right               | 6            | 0            | 6                       | 4            | 0            | 4                       |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 3            | 1            | 3                       | 5            | 1            | 5                       |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 1379         | 1            | 749                     | 978          | 1            | 579                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↵ Right               | 119          | 0            | 119                     | 180          | 0            | 180                     |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 275 |              |              | <i>North-South:</i> 322 |
|  |                       |              |              | <i>East-West:</i> 846   |              |              | <i>East-West:</i> 782   |
|  |                       |              |              | <b>SUM:</b> 1121        |              |              | <b>SUM:</b> 1104        |
| VOLUME/CAPACITY (V/C) RATIO:           |                       |              |              | 0.787                   |              |              | 0.775                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                       |              |              | <b>0.687</b>            |              |              | <b>0.675</b>            |
| LEVEL OF SERVICE (LOS):                |                       |              |              | <b>B</b>                |              |              | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue      **East-West Street:** Franklin Avenue  
**Scenario:** Future without Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 35             | 0              | 35                      | 47             | 0              | 47                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 119            | 0              | 257                     | 162            | 0              | 451                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 103            | 0              | 0                       | 242            | 0              | 0                       |
|  | Left-Through-Right |                | 1              |                         |                | 1              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 85             | 0              | 85                      | 99             | 0              | 99                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 180            | 0              | 364                     | 132            | 0              | 332                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 99             | 0              | 0                       | 101            | 0              | 0                       |
|  | Left-Through-Right |                | 1              |                         |                | 1              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 87             | 1              | 87                      | 127            | 1              | 127                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 752            | 1              | 429                     | 1215           | 1              | 639                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 105            | 0              | 105                     | 62             | 0              | 62                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 193            | 1              | 193                     | 124            | 1              | 124                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1228           | 1              | 642                     | 978            | 1              | 514                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 55             | 0              | 55                      | 50             | 0              | 50                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 399 |                |                | <i>North-South:</i> 550 |
|  |                    |                |                | <i>East-West:</i> 729   |                |                | <i>East-West:</i> 763   |
|  |                    |                |                | <b>SUM:</b> 1128        |                |                | <b>SUM:</b> 1313        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |                | 0.752                   |                |                | 0.875                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |                | <b>0.652</b>            |                |                | <b>0.775</b>            |
| LEVEL OF SERVICE (LOS):                |                    |                |                | <b>B</b>                |                |                | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Yucca St

**Scenario:** Future without Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2                       |                |              | 2                       |
| Override Capacity                      |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 88             | 1            | 88                      | 252            | 1            | 252                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 405            | 1            | 293                     | 851            | 1            | 563                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 180            | 0            | 180                     | 275            | 0            | 275                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 104            | 1            | 104                     | 40             | 1            | 40                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1136           | 1            | 744                     | 997            | 1            | 521                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 351            | 0            | 351                     | 44             | 0            | 44                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 5              | 1            | 5                       | 54             | 1            | 54                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 80             | 1            | 80                      | 157            | 1            | 157                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 63             | 1            | 19                      | 85             | 1            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 118            | 1            | 118                     | 111            | 1            | 111                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 150            | 1            | 79                      | 100            | 1            | 56                      |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 7              | 0            | 7                       | 12             | 0            | 12                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 832 |                |              | <i>North-South:</i> 773 |
|  |                    |                |              | <i>East-West:</i> 198   |                |              | <i>East-West:</i> 268   |
|  |                    |                |              | <b>SUM:</b> 1030        |                |              | <b>SUM:</b> 1041        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |              | 0.687                   |                |              | 0.694                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |              | <b>0.587</b>            |                |              | <b>0.594</b>            |
| LEVEL OF SERVICE (LOS):                |                    |                |              | <b>A</b>                |                |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Yucca St  
**Scenario:** Future without Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       |              |              |                         |              |              |                         |
| No. of Phases                          |                       |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 1      | 1                       | NB -- 0      | SB -- 1      | 1                       |
|  |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       |              |              | 2                       |              |              | 2                       |
| Override Capacity                      |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 21           | 0            | 21                      | 42           | 0            | 42                      |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 195          | 0            | 120                     | 509          | 0            | 299                     |
|  | →↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 23           | 0            | 120                     | 47           | 0            | 299                     |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↙ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 3            | 0            | 3                       | 9            | 0            | 9                       |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 215          | 0            | 109                     | 118          | 0            | 68                      |
|  | →↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 3            | 1            | 0                       | 4            | 1            | 0                       |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↙ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 169          | 1            | 169                     | 291          | 1            | 291                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 39           | 1            | 39                      | 101          | 1            | 101                     |
|  | →↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 132          | 1            | 132                     | 82           | 1            | 82                      |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↙ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 62           | 1            | 62                      | 25           | 1            | 25                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 175          | 0            | 274                     | 113          | 0            | 240                     |
|  | →↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 99           | 0            | 0                       | 127          | 0            | 0                       |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↙ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 130 |              |              | <i>North-South:</i> 308 |
|  |                       |              |              | <i>East-West:</i> 443   |              |              | <i>East-West:</i> 531   |
|  |                       |              |              | <b>SUM:</b> 573         |              |              | <b>SUM:</b> 839         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 0.382                   |              |              | 0.559                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.282</b>            |              |              | <b>0.459</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>A</b>                |              |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard      **East-West Street:** Hollywood Blvd  
**Scenario:** Future without Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 2<br>0<br>0<br>0<br>2<br>0   |                |                | 2<br>0<br>0<br>0<br>2<br>0   |
|  |                       | <i>NB</i> -- 0 | <i>SB</i> -- 0 |  | <i>NB</i> -- 0 | <i>SB</i> -- 0 |  |
|  |                       | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 19             | 0              | 19   | 12             | 0              | 0  |
|  | ↵↔ Left-Through       |                | 1              |  |                | 0              |  |
|  | → Through             | 769            | 0              | 460  | 1002           | 1              | 556  |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 37             | 0              | 460  | 109            | 0              | 109  |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 35             | 0              | 35   | 13             | 0              | 0  |
|  | ↵↔ Left-Through       |                | 1              |  |                | 0              |  |
|  | → Through             | 1381           | 0              | 933  | 979            | 1              | 542  |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 344            | 0              | 933  | 105            | 0              | 105  |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | ↵ Left                | 41             | 1              | 41   | 67             | 1              | 67   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 803            | 1              | 423  | 1204           | 1              | 619  |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 42             | 0              | 42   | 34             | 0              | 34   |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | ↵ Left                | 84             | 1              | 84   | 54             | 1              | 54   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1227           | 2              | 614  | 1185           | 2              | 593  |
|  | ↗ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 43             | 1              | 43   | 97             | 1              | 97   |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                       |                |                | <i>North-South:</i> 952<br><i>East-West:</i> 655<br><i>SUM:</i> 1607 |                |                | <i>North-South:</i> 556<br><i>East-West:</i> 673<br><i>SUM:</i> 1229 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                |                | 1.071  |                |                | 0.819  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                |                | <b>0.971</b>   |                |                | <b>0.719</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                |                | <b>E</b>   |                |                | <b>C</b>   |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Ivar Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Future without Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR   |              |  |
|--|--|--------------|--------------|--|--|--------------|--|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |  |              | 2<br>0<br>0<br>0<br>2<br>0   |
|  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 |              |              |  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 |              |  |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>  | Left   | 8            | 0            | 8  | 30   | 0            | 30   |
|  | Left-Through   |              | 0            |  |  | 0            |  |
|  | Through  | 60           | 0            | 107  | 222  | 0            | 362  |
|  | Through-Right  |              | 0            |  |  | 0            |  |
|  | Right  | 39           | 0            | 0  | 110  | 0            | 0  |
|  | Left-Through-Right   |              | 1            |  |  | 1            |  |
|  | Left-Right   |              | 0            |  |  | 0            |  |
| <b>SOUTHBOUND</b>  | Left   | 12           | 0            | 12   | 11   | 0            | 11   |
|  | Left-Through   |              | 0            |  |  | 0            |  |
|  | Through  | 245          | 0            | 389  | 46   | 0            | 75   |
|  | Through-Right  |              | 0            |  |  | 0            |  |
|  | Right  | 132          | 0            | 0  | 18   | 0            | 0  |
|  | Left-Through-Right   |              | 1            |  |  | 1            |  |
|  | Left-Right   |              | 0            |  |  | 0            |  |
| <b>EASTBOUND</b>   | Left   | 19           | 1            | 19   | 27   | 1            | 27   |
|  | Left-Through   |              | 0            |  |  | 0            |  |
|  | Through  | 847          | 1            | 434  | 1217   | 1            | 623  |
|  | Through-Right  |              | 1            |  |  | 1            |  |
|  | Right  | 21           | 0            | 21   | 28   | 0            | 28   |
|  | Left-Through-Right   |              | 0            |  |  | 0            |  |
|  | Left-Right   |              | 0            |  |  | 0            |  |
| <b>WESTBOUND</b>   | Left   | 81           | 1            | 81   | 54   | 1            | 54   |
|  | Left-Through   |              | 0            |  |  | 0            |  |
|  | Through  | 1329         | 1            | 686  | 1176   | 1            | 607  |
|  | Through-Right  |              | 1            |  |  | 1            |  |
|  | Right  | 43           | 0            | 43   | 37   | 0            | 37   |
|  | Left-Through-Right   |              | 0            |  |  | 0            |  |
|  | Left-Right   |              | 0            |  |  | 0            |  |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 397<br><i>East-West:</i> 705<br><b>SUM:</b> 1102 |  |              | <i>North-South:</i> 373<br><i>East-West:</i> 677<br><b>SUM:</b> 1050 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.735  |  |              | 0.700  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.635</b>   |  |              | <b>0.600</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>B</b>   |  |              | <b>A</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Hollywood Blvd

**Scenario:** Future without Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 3<br>0<br>0<br>0<br>2<br>0   |                |                | 3<br>0<br>0<br>0<br>2<br>0   |
|  |                       | <i>NB</i> -- 0 | <i>SB</i> -- 0 |  | <i>NB</i> -- 0 | <i>SB</i> -- 0 |  |
|  |                       | <i>EB</i> -- 3 | <i>WB</i> -- 0 |  | <i>EB</i> -- 3 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 97             | 1              | 97   | 133            | 1              | 133  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 622            | 2              | 311  | 1198           | 2              | 599  |
|  | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|  | ↵ Right               | 180            | 1              | 126  | 232            | 1              | 190  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 63             | 1              | 63   | 108            | 1              | 108  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1125           | 1              | 617  | 930            | 1              | 508  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↵ Right               | 109            | 0              | 109  | 86             | 0              | 86   |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | ↵ Left                | 47             | 1              | 47   | 78             | 1              | 78   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 769            | 2              | 385  | 1208           | 2              | 604  |
|  | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|  | ↵ Right               | 17             | 1              | 0  | 19             | 1              | 0  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | ↵ Left                | 108            | 1              | 108  | 85             | 1              | 85   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1271           | 1              | 655  | 1110           | 1              | 616  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↵ Right               | 39             | 0              | 39   | 122            | 0              | 122  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                       |                |                | <i>North-South:</i> 714<br><i>East-West:</i> 702<br><i>SUM:</i> 1416 |                |                | <i>North-South:</i> 707<br><i>East-West:</i> 694<br><i>SUM:</i> 1401 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                |                | 0.994  |                |                | 0.983  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                |                | <b>0.894</b>   |                |                | <b>0.883</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                |                | <b>D</b>   |                |                | <b>D</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future without Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 33             | 1            | 33                      | 39             | 1            | 39                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 98             | 1            | 98                      | 313            | 1            | 313                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 47             | 1            | 0                       | 62             | 1            | 20                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 72             | 1            | 72                      | 59             | 1            | 59                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 234            | 1            | 234                     | 129            | 1            | 129                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 65             | 1            | 12                      | 82             | 1            | 2                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 106            | 1            | 106                     | 161            | 1            | 161                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 746            | 2            | 373                     | 1329           | 2            | 665                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 130            | 1            | 114                     | 177            | 1            | 158                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 202            | 1            | 202                     | 84             | 1            | 84                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1348           | 1            | 720                     | 1092           | 1            | 645                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 92             | 0            | 92                      | 197            | 0            | 197                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 267 |                |              | <i>North-South:</i> 372 |
|  |                    |                |              | <i>East-West:</i> 826   |                |              | <i>East-West:</i> 806   |
|  |                    |                |              | <b>SUM:</b> 1093        |                |              | <b>SUM:</b> 1178        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.729                   |                |              | 0.785                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.629</b>            |                |              | <b>0.685</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>                |                |              | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Gower St

**East-West Street:** Hollywood Blvd

**Scenario:** Future without Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |  | PM PEAK HOUR   |              |  |
|--|--------------------|----------------|--------------|--|----------------|--------------|--|
|  |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume  |
| No. of Phases                          |                    |                |              | 2  |                |              | 2  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0  |                |              | 0  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0  | <i>NB --</i> 0 | <i>SB --</i> | 0  |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0  | <i>EB --</i> 0 | <i>WB --</i> | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2  |                |              | 2  |
| Override Capacity                      |                    |                |              | 0  |                |              | 0  |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>                      | Left               | 57             | 1            | 57   | 87             | 1            | 87   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 346            | 1            | 221  | 678            | 1            | 420  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 96             | 0            | 96   | 161            | 0            | 161  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>SOUTHBOUND</b>                      | Left               | 64             | 1            | 64   | 49             | 1            | 49   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 492            | 1            | 492  | 438            | 1            | 438  |
|  | Through-Right      |                | 0            |  |                | 0            |  |
|  | Right              | 412            | 1            | 390  | 154            | 1            | 107  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>EASTBOUND</b>                       | Left               | 44             | 1            | 44   | 94             | 1            | 94   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 781            | 1            | 410  | 1287           | 1            | 683  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 38             | 0            | 38   | 78             | 0            | 78   |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>WESTBOUND</b>                       | Left               | 110            | 1            | 110  | 111            | 1            | 111  |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 1453           | 1            | 740  | 1133           | 1            | 606  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 26             | 0            | 26   | 78             | 0            | 78   |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 549<br><i>East-West:</i> 784<br><i>SUM:</i> 1333 |                |              | <i>North-South:</i> 525<br><i>East-West:</i> 794<br><i>SUM:</i> 1319 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.889  |                |              | 0.879  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.789</b>   |                |              | <b>0.779</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>C</b>   |                |              | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future without Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|--------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                    |              |              |                         |              |              |                         |
| No. of Phases                          |                    |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| Override Capacity                      |                    |              |              | 2                       |              |              | 2                       |
|  |                    |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 42           | 1            | 42                      | 95           | 1            | 95                      |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 142          | 1            | 142                     | 343          | 1            | 343                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 178          | 1            | 60                      | 234          | 1            | 176                     |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 105          | 1            | 105                     | 81           | 1            | 81                      |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 330          | 0            | 426                     | 203          | 0            | 283                     |
|  | Through-Right      |              | 1            |                         |              | 1            |                         |
|  | Right              | 96           | 0            | 0                       | 80           | 0            | 0                       |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 23           | 1            | 23                      | 76           | 1            | 76                      |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 788          | 1            | 434                     | 1400         | 1            | 729                     |
|  | Through-Right      |              | 1            |                         |              | 1            |                         |
|  | Right              | 80           | 0            | 80                      | 58           | 0            | 58                      |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 237          | 1            | 237                     | 117          | 1            | 117                     |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 1390         | 1            | 716                     | 1004         | 1            | 531                     |
|  | Through-Right      |              | 1            |                         |              | 1            |                         |
|  | Right              | 41           | 0            | 41                      | 58           | 0            | 58                      |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |              |              | <i>North-South:</i> 468 |              |              | <i>North-South:</i> 424 |
|  |                    |              |              | <i>East-West:</i> 739   |              |              | <i>East-West:</i> 846   |
|  |                    |              |              | <b>SUM:</b> 1207        |              |              | <b>SUM:</b> 1270        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |              |              | 0.805                   |              |              | 0.847                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |              |              | <b>0.705</b>            |              |              | <b>0.747</b>            |
| LEVEL OF SERVICE (LOS):                |                    |              |              | <b>C</b>                |              |              | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



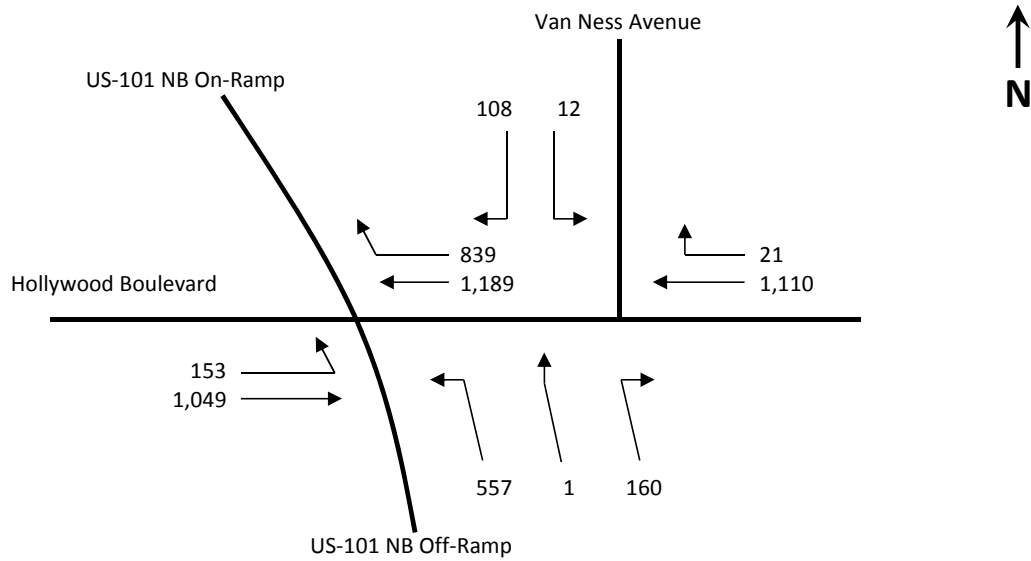
**I/S #:**  
**14**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Future without Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR |              |  | PM PEAK HOUR |              |  |
|--|--------------------|--------------|--------------|--|--------------|--------------|--|
|  |                    | Volume       | No. of Lanes | Lane Volume  | Volume       | No. of Lanes | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |              |              | 3  |              |              | 3  |
|  |                    |              |              | 0  |              |              | 0  |
|  |                    | NB -- 0      | SB -- 0      | 0  | NB -- 0      | SB -- 0      | 0  |
|  |                    | EB -- 0      | WB -- 0      | 0  | EB -- 0      | WB -- 0      | 0  |
|  |                    |              |              | 2  |              |              | 2  |
|  |                    |              |              | 0  |              |              | 0  |
| MOVEMENT   |                    | Volume       | No. of Lanes | Lane Volume  | Volume       | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>  | Left               | 0            | 0            | 0  | 0            | 0            | 0  |
|  | Left-Through       |              | 0            |  |              | 0            |  |
|  | Through            | 0            | 0            | 0  | 0            | 0            | 0  |
|  | Through-Right      |              | 0            |  |              | 0            |  |
|  | Right              | 0            | 0            | 0  | 0            | 0            | 0  |
|  | Left-Through-Right |              | 0            |  |              | 0            |  |
|  | Left-Right         |              | 0            |  |              | 0            |  |
| <b>SOUTHBOUND</b>  | Left               | 544          | 1            | 401  | 575          | 1            | 361  |
|  | Left-Through       |              | 0            |  |              | 0            |  |
|  | Through            | 4            | 0            | 401  | 14           | 0            | 361  |
|  | Through-Right      |              | 0            |  |              | 0            |  |
|  | Right              | 253          | 0            | 0  | 132          | 0            | 0  |
|  | Left-Through-Right |              | 1            |  |              | 1            |  |
|  | Left-Right         |              | 0            |  |              | 0            |  |
| <b>EASTBOUND</b>   | Left               | 0            | 0            | 0  | 0            | 0            | 0  |
|  | Left-Through       |              | 0            |  |              | 0            |  |
|  | Through            | 636          | 2            | 318  | 1193         | 2            | 597  |
|  | Through-Right      |              | 0            |  |              | 0            |  |
|  | Right              | 345          | 1            | 345  | 481          | 1            | 481  |
|  | Left-Through-Right |              | 0            |  |              | 0            |  |
|  | Left-Right         |              | 0            |  |              | 0            |  |
| <b>WESTBOUND</b>   | Left               | 76           | 1            | 76   | 63           | 1            | 63   |
|  | Left-Through       |              | 0            |  |              | 0            |  |
|  | Through            | 1642         | 2            | 821  | 1384         | 2            | 692  |
|  | Through-Right      |              | 0            |  |              | 0            |  |
|  | Right              | 0            | 0            | 0  | 0            | 0            | 0  |
|  | Left-Through-Right |              | 0            |  |              | 0            |  |
|  | Left-Right         |              | 0            |  |              | 0            |  |
| <b>CRITICAL VOLUMES</b>  |                    |              |              | <i>North-South:</i> 401<br><i>East-West:</i> 821<br><i>SUM:</i> 1222 |              |              | <i>North-South:</i> 361<br><i>East-West:</i> 692<br><i>SUM:</i> 1053 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |              |              | 0.858  |              |              | 0.739  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |              |              | <b>0.758</b>   |              |              | <b>0.639</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |              |              | <b>C</b>   |              |              | <b>B</b>   |

**Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard**

**Future without Project Conditions (Year 2021) - AM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |     |            |
|----------------------------------|-------------------|---|-----|------------|
| Eastbound Lefts:                 | 153               |   |     | <u>and</u> |
| Westbound Throughs:              | $\frac{1,189}{2}$ | = | 595 | <u>or</u>  |
| Westbound Rights:                | 839               |   |     | <u>or</u>  |
| Eastbound Throughs:              | $\frac{1,049}{2}$ | = | 525 |            |
| <b>Critical Volume #1 (CV1):</b> | <b>992</b>        |   |     |            |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 557        | * | 0.55 | = | 306 | <u>or</u> |
| Northbound Throughs + Rights:    | 1          | + | 160  | = | 161 |           |
| <b>Critical Volume #2 (CV2):</b> | <b>306</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

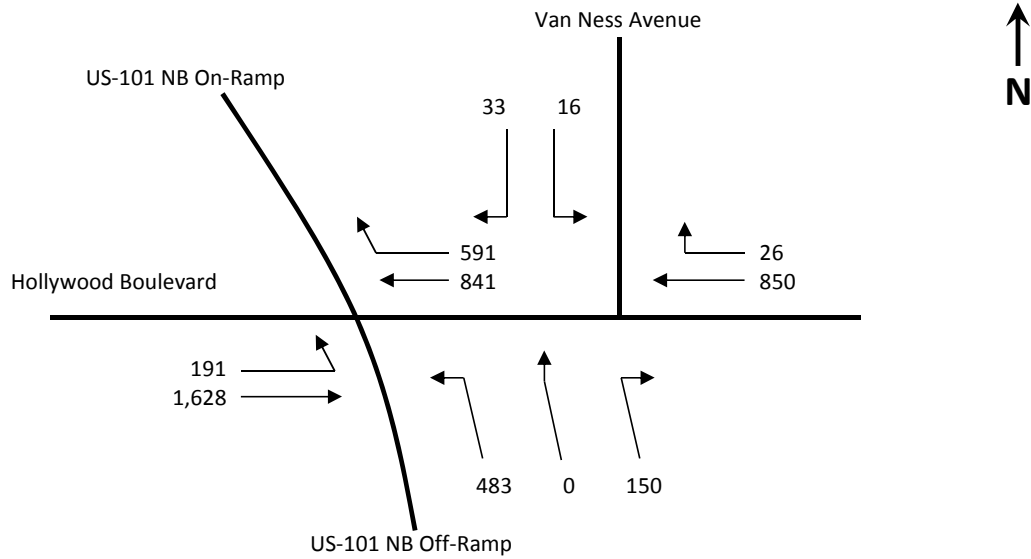
|                                  |            |  |  |           |
|----------------------------------|------------|--|--|-----------|
| Southbound Lefts:                | 12         |  |  | <u>or</u> |
| Southbound Rights:               | 108        |  |  |           |
| <b>Critical Volume #3 (CV3):</b> | <b>108</b> |  |  |           |

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|                                |                       |   |              |   |                          |   |              |
|--------------------------------|-----------------------|---|--------------|---|--------------------------|---|--------------|
| Critical Volume:               | 992                   | + | 306          | + | 108                      | = | <b>1,406</b> |
| Intersection V/C:              | $\frac{1,406}{1,425}$ | = | <b>0.987</b> |   |                          |   |              |
| ATSAC/ATCS Credit:             | 0.10                  |   |              |   |                          |   |              |
| <b>Final intersection V/C:</b> | <b>0.887</b>          |   |              |   | <b>Intersection LOS:</b> |   | <b>D</b>     |

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Future without Project Conditions (Year 2021) - PM Peak Hour



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |            |           |
|----------------------------------|-------------------|---|------------|-----------|
| Eastbound Lefts:                 | 191               |   | <u>and</u> |           |
| Westbound Throughs:              | $\frac{841}{2}$   | = | 421        | <u>or</u> |
| Westbound Rights:                | 591               |   |            | <u>or</u> |
| Eastbound Throughs:              | $\frac{1,628}{2}$ | = | 814        |           |
| <b>Critical Volume #1 (CV1):</b> | <b>814</b>        |   |            |           |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 483        | * | 0.55 | = | 266 | <u>or</u> |
| Northbound Throughs + Rights:    | 0          | + | 150  | = | 150 |           |
| <b>Critical Volume #2 (CV2):</b> | <b>266</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

|                                  |           |  |  |  |           |
|----------------------------------|-----------|--|--|--|-----------|
| Southbound Lefts:                | 16        |  |  |  | <u>or</u> |
| Southbound Rights:               | 33        |  |  |  |           |
| <b>Critical Volume #3 (CV3):</b> | <b>33</b> |  |  |  |           |

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|                                |                       |   |              |   |    |                          |              |
|--------------------------------|-----------------------|---|--------------|---|----|--------------------------|--------------|
| Critical Volume:               | 814                   | + | 266          | + | 33 | =                        | <b>1,113</b> |
| Intersection V/C:              | $\frac{1,113}{1,425}$ | = | <b>0.781</b> |   |    |                          |              |
| ATSAC/ATCS Credit:             | 0.10                  |   |              |   |    |                          |              |
| <b>Final intersection V/C:</b> | <b>0.681</b>          |   |              |   |    | <b>Intersection LOS:</b> | <b>B</b>     |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Selma Ave

**Scenario:** Future without Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |  | PM PEAK HOUR   |              |  |
|--|--------------------|----------------|--------------|--|----------------|--------------|--|
|  |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume  |
| No. of Phases                          |                    |                |              | 2  |                |              | 2  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0  |                |              | 0  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0  | <i>NB --</i> 0 | <i>SB --</i> | 0  |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0  | <i>EB --</i> 0 | <i>WB --</i> | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2  |                |              | 2  |
| Override Capacity                      |                    |                |              | 0  |                |              | 0  |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>                      | Left               | 55             | 1            | 55   | 55             | 1            | 55   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 799            | 2            | 400  | 1305           | 2            | 653  |
|  | Through-Right      |                | 0            |  |                | 0            |  |
|  | Right              | 101            | 1            | 57   | 116            | 1            | 90   |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>SOUTHBOUND</b>                      | Left               | 35             | 1            | 35   | 69             | 1            | 69   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 1408           | 1            | 738  | 1049           | 1            | 565  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 67             | 0            | 67   | 81             | 0            | 81   |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>EASTBOUND</b>                       | Left               | 40             | 1            | 40   | 86             | 1            | 86   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 62             | 0            | 132  | 209            | 0            | 296  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 70             | 0            | 0  | 87             | 0            | 0  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>WESTBOUND</b>                       | Left               | 88             | 1            | 88   | 53             | 1            | 53   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 104            | 0            | 254  | 103            | 0            | 176  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 150            | 0            | 0  | 73             | 0            | 0  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 793<br><i>East-West:</i> 294<br><i>SUM:</i> 1087 |                |              | <i>North-South:</i> 722<br><i>East-West:</i> 349<br><i>SUM:</i> 1071 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.725  |                |              | 0.714  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.625</b>   |                |              | <b>0.614</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>   |                |              | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**17**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Sunset Blvd

**Scenario:** Future without Project Conditions (Year 2021)

**Count Date:** Year 2016

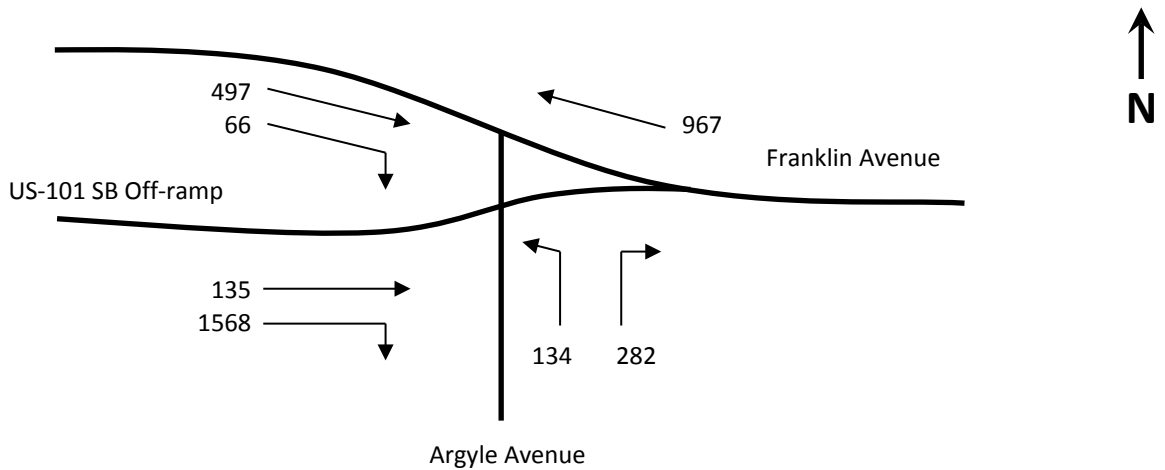
**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR       |              |  | PM PEAK HOUR   |              |                            |
|--|--------------------|--------------------|--------------|--|--|--------------|----------------------------|
|  |                    | Volume             | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |              | 4<br>0<br>0<br>0<br>2<br>0   |  |              | 4<br>0<br>0<br>0<br>2<br>0 |
|  |                    | NB -- 3<br>EB -- 0 |              | SB -- 0<br>WB -- 0   | NB -- 3<br>EB -- 0   |              | SB -- 0<br>WB -- 0         |
| MOVEMENT   |                    | Volume             | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 103                | 1            | 103  | 116  | 1            | 116                        |
|  | Left-Through       |                    | 0            |  |  | 0            |                            |
|  | Through            | 750                | 2            | 375  | 1232   | 2            | 616                        |
|  | Through-Right      |                    | 0            |  |  | 0            |                            |
|  | Right              | 247                | 1            | 8  | 285  | 1            | 54                         |
|  | Left-Through-Right |                    | 0            |  |  | 0            |                            |
|  | Left-Right         |                    | 0            |  |  | 0            |                            |
| <b>SOUTHBOUND</b>  | Left               | 117                | 1            | 117  | 217  | 1            | 217                        |
|  | Left-Through       |                    | 0            |  |  | 0            |                            |
|  | Through            | 1254               | 1            | 691  | 1030   | 1            | 589                        |
|  | Through-Right      |                    | 1            |  |  | 1            |                            |
|  | Right              | 127                | 0            | 127  | 147  | 0            | 147                        |
|  | Left-Through-Right |                    | 0            |  |  | 0            |                            |
|  | Left-Right         |                    | 0            |  |  | 0            |                            |
| <b>EASTBOUND</b>   | Left               | 59                 | 1            | 59   | 97   | 1            | 97                         |
|  | Left-Through       |                    | 0            |  |  | 0            |                            |
|  | Through            | 1067               | 2            | 385  | 1557   | 2            | 551                        |
|  | Through-Right      |                    | 1            |  |  | 1            |                            |
|  | Right              | 89                 | 0            | 89   | 97   | 0            | 97                         |
|  | Left-Through-Right |                    | 0            |  |  | 0            |                            |
|  | Left-Right         |                    | 0            |  |  | 0            |                            |
| <b>WESTBOUND</b>   | Left               | 239                | 1            | 239  | 231  | 1            | 231                        |
|  | Left-Through       |                    | 0            |  |  | 0            |                            |
|  | Through            | 1412               | 2            | 512  | 1384   | 2            | 511                        |
|  | Through-Right      |                    | 1            |  |  | 1            |                            |
|  | Right              | 124                | 0            | 124  | 150  | 0            | 150                        |
|  | Left-Through-Right |                    | 0            |  |  | 0            |                            |
|  | Left-Right         |                    | 0            |  |  | 0            |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |              | <i>North-South:</i> 794<br><i>East-West:</i> 624<br><b>SUM:</b> 1418 | <i>North-South:</i> 833<br><i>East-West:</i> 782<br><b>SUM:</b> 1615 |              |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |              | 1.031  |  |              | 1.175                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |              | <b>0.931</b>   |  |              | <b>1.075</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |              | <b>E</b>   |  |              | <b>F</b>                   |

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Project Conditions (Year 2021) - AM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through:  $\frac{967}{2} = 484$  or

Eastbound Through (Franklin):  $\frac{497}{2} = 249$  or

Eastbound Through (US-101): 135

Critical Volume #1 (CV1): **484**

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right:  
 $\frac{134 + 282}{2} = \frac{416}{2} = 208$  or

Northbound Right: 282 or

Eastbound Right (Franklin): 66

Critical Volume #2 (CV2): **208**

Critical Volume: 484 + 208 = **692**

Intersection V/C:  $\frac{692}{1500} = \mathbf{0.461}$

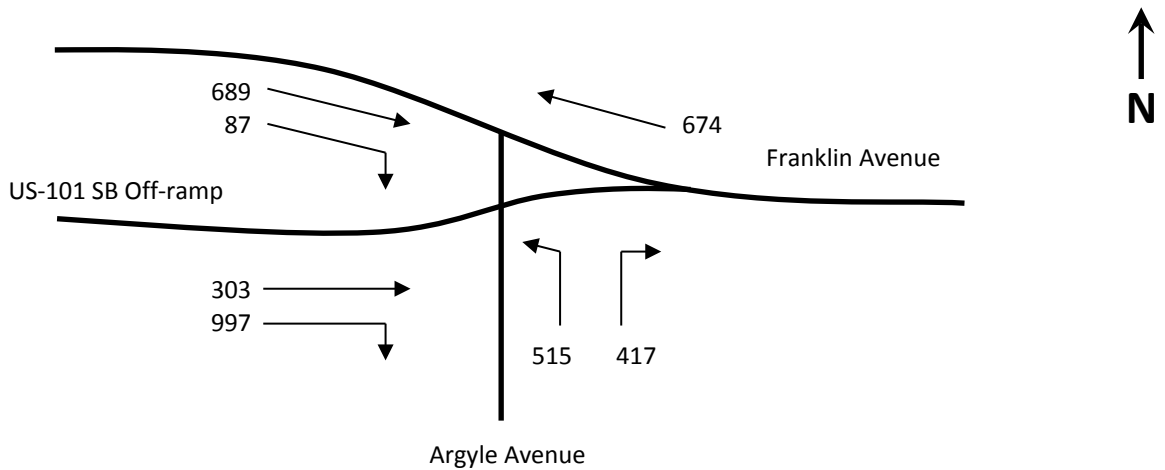
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.361**

**Intersection LOS: A**

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Project Conditions (Year 2021) - PM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{674}{2} = 337 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{689}{2} = 345 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 303$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{345}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{515 + 417}{2} = \frac{932}{2} = 466 \quad \text{or}$$

$$\text{Northbound Right:} \quad 417 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 87$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{466}$$

$$\text{Critical Volume:} \quad 345 + 466 = \mathbf{811}$$

$$\text{Intersection V/C:} \quad \frac{811}{1500} = \mathbf{0.541}$$

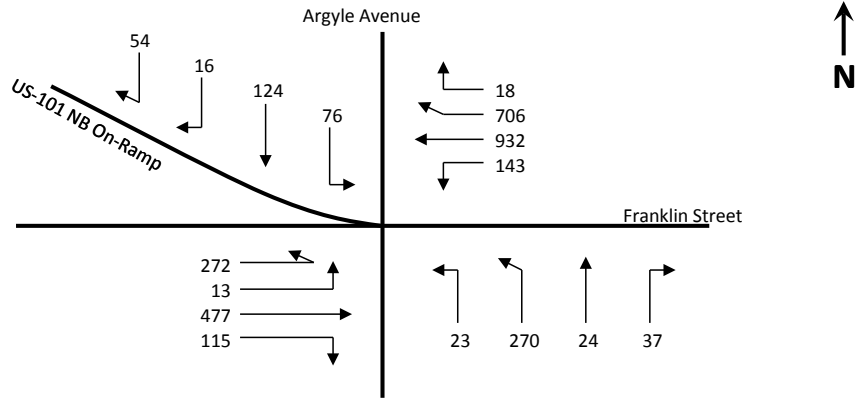
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.441}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Project Conditions (Year 2021) - AM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Franklin Street**

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $272 + 13 = 285$  and

Westbound Throughs + Rights:  

$$\frac{932 + 706 + 18}{2} = \frac{1656}{2} = 828$$
 or

Westbound Rights:  $706 + 18 = 724$  or

Westbound Lefts: 143 and

Eastbound Throughs:  $\frac{477}{2} = 239$  or

Eastbound Rights: 115

Critical Volume #1 (CV1): **1113**

**2) Critical volume calculation for northbound traffic on Argyle Avenue**

Northbound Lefts + Throughs:  

$$\frac{23 + 270 + 24}{2} = \frac{317}{2} = 159$$
 or

Northbound Rights:  $37 - 0.5 \cdot \text{WBL} = 0$

Critical Volume #2 (CV2): **159**

**3) Critical volume calculation for southbound traffic on Argyle Avenue**

Southbound Lefts: 76 or

Southbound Throughs + Rights:  

$$\frac{124 + 16 + 54}{2} = \frac{194}{2} = 97$$
 or

Southbound Rights:  $16 + 54 = 70$

Critical Volume #3 (CV3): **97**

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Critical Volume:  $1113 + 159 + 97 = 1369$

Intersection V/C:  $\frac{1369}{1375} = 0.996$

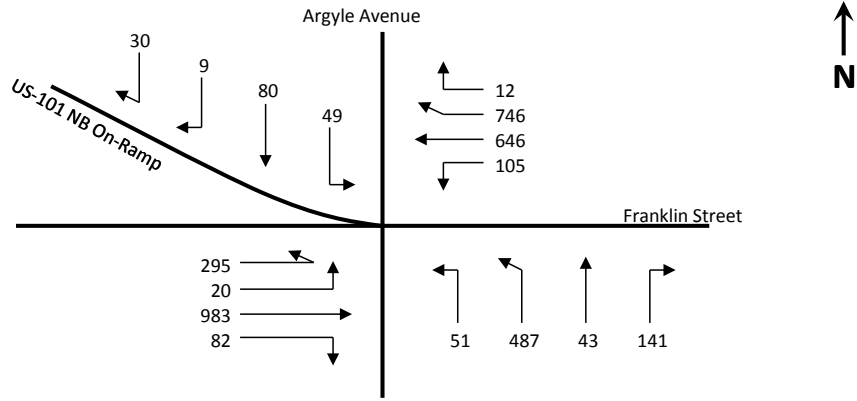
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.896**

**Intersection LOS: D**

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Project Conditions (Year 2021) - PM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Franklin Street**

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $295 + 20 = 315$  and

Westbound Throughs + Rights:  

$$\frac{646 + 746 + 12}{2} = \frac{1404}{2} = 702$$
 or

Westbound Rights:  $746 + 12 = 758$  or

Westbound Lefts: 105 and

Eastbound Throughs:  $\frac{983}{2} = 492$  or

Eastbound Rights: 82  
 Critical Volume #1 (CV1): **1073**

**2) Critical volume calculation for northbound traffic on Argyle Avenue**

Northbound Lefts + Throughs:  

$$\frac{51 + 487 + 43}{2} = \frac{581}{2} = 291$$
 or

Northbound Rights:  $141 - 0.5 \cdot \text{WBL} = 88$

Critical Volume #2 (CV2): **291**

**3) Critical volume calculation for southbound traffic on Argyle Avenue**

Southbound Lefts: 49 or

Southbound Throughs + Rights:  

$$\frac{80 + 9 + 30}{2} = \frac{119}{2} = 60$$
 or

Southbound Rights:  $9 + 30 = 39$

Critical Volume #3 (CV3): **60**

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Critical Volume:  $1073 + 291 + 60 = 1424$

Intersection V/C:  $\frac{1424}{1375} = 1.036$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.936** **Intersection LOS: E**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower Street      **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 4<br>1<br>0<br>0<br>2<br>0   |                |                | 4<br>1<br>0<br>0<br>2<br>0   |
|  |                       | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  |
|  |                       | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 314            | 1              | 189  | 484            | 1              | 315  |
|  | ↵↔ Left-Through       |                | 1              |  |                | 1              |  |
|  | → Through             | 64             | 0              | 189  | 146            | 0              | 315  |
|  | ↗ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 295            | 1              | 88   | 490            | 1              | 369  |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 19             | 0              | 19   | 21             | 0              | 21   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 156            | 0              | 229  | 96             | 0              | 132  |
|  | ↗ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 54             | 0              | 0  | 15             | 0              | 0  |
|  | ↗↔ Left-Through-Right |                | 1              |  |                | 1              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | ↵ Left                | 9              | 1              | 9  | 16             | 1              | 16   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 539            | 1              | 301  | 1026           | 1              | 541  |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 62             | 0              | 62   | 55             | 0              | 55   |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | ↵ Left                | 207            | 1              | 207  | 121            | 1              | 121  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1332           | 1              | 669  | 992            | 1              | 506  |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 5              | 0              | 5  | 19             | 0              | 19   |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                       |                |                | <i>North-South:</i> 418<br><i>East-West:</i> 678<br><i>SUM:</i> 1096 |                |                | <i>North-South:</i> 501<br><i>East-West:</i> 662<br><i>SUM:</i> 1163 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                |                | 0.797  |                |                | 0.846  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                |                | <b>0.697</b>   |                |                | <b>0.746</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                |                | <b>B</b>   |                |                | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 101 **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project Conditions (Year 2021)  
**Count Date:** Year 2016 **Analyst:** GTC **Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|--------------------|----------------|----------------|--|----------------|----------------|--|
|  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 3<br>0<br>3<br>0<br>2<br>0   |                |                | 3<br>0<br>3<br>0<br>2<br>0   |
|  |                    | <i>NB</i> -- 0 | <i>SB</i> -- 3 |  | <i>NB</i> -- 0 | <i>SB</i> -- 3 |  |
|  |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | Left               | 11             | 0              | 11   | 23             | 0              | 23   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 47             | 0              | 92   | 50             | 0              | 99   |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 34             | 0              | 0  | 26             | 0              | 0  |
|  | Left-Through-Right |                | 1              |  |                | 1              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | Left               | 183            | 0              | 183  | 223            | 0              | 223  |
|  | Left-Through       |                | 1              |  |                | 1              |  |
|  | Through            | 0              | 0              | 183  | 1              | 0              | 224  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 173            | 1              | 76   | 200            | 1              | 0  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | Left               | 97             | 1              | 97   | 203            | 1              | 203  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 774            | 1              | 390  | 1236           | 1              | 620  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 6              | 0              | 6  | 4              | 0              | 4  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | Left               | 3              | 1              | 3  | 5              | 1              | 5  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 1382           | 1              | 751  | 980            | 1              | 580  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 119            | 0              | 119  | 180            | 0              | 180  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                    |                |                | <i>North-South:</i> 275<br><i>East-West:</i> 848<br><i>SUM:</i> 1123 |                |                | <i>North-South:</i> 322<br><i>East-West:</i> 783<br><i>SUM:</i> 1105 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                |                | 0.788  |                |                | 0.775  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                |                | <b>0.688</b>   |                |                | <b>0.675</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                |                | <b>B</b>   |                |                | <b>B</b>   |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue      **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR       |                    |  | PM PEAK HOUR   |                    |                            |
|--|--------------------|--------------------|--------------------|--|--|--------------------|----------------------------|
|  |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |  |                    | 2<br>0<br>0<br>0<br>2<br>0 |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 0   | SB -- 0<br>WB -- 0 |                            |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 35                 | 0                  | 35   | 47   | 0                  | 47                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 119                | 0                  | 257  | 162  | 0                  | 451                        |
|  | Through-Right      |                    | 0                  |  |  | 0                  |                            |
|  | Right              | 103                | 0                  | 0  | 242  | 0                  | 0                          |
|  | Left-Through-Right |                    | 1                  |  |  | 1                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>SOUTHBOUND</b>  | Left               | 85                 | 0                  | 85   | 99   | 0                  | 99                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 180                | 0                  | 364  | 132  | 0                  | 332                        |
|  | Through-Right      |                    | 0                  |  |  | 0                  |                            |
|  | Right              | 99                 | 0                  | 0  | 101  | 0                  | 0                          |
|  | Left-Through-Right |                    | 1                  |  |  | 1                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>EASTBOUND</b>   | Left               | 87                 | 1                  | 87   | 127  | 1                  | 127                        |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 754                | 1                  | 430  | 1217   | 1                  | 640                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 105                | 0                  | 105  | 62   | 0                  | 62                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>WESTBOUND</b>   | Left               | 193                | 1                  | 193  | 124  | 1                  | 124                        |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 1231               | 1                  | 643  | 980  | 1                  | 515                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 55                 | 0                  | 55   | 50   | 0                  | 50                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <i>North-South:</i> 399<br><i>East-West:</i> 730<br><b>SUM:</b> 1129 | <i>North-South:</i> 550<br><i>East-West:</i> 764<br><b>SUM:</b> 1314 |                    |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.753  |  |                    | 0.876                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.653</b>   |  |                    | <b>0.776</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>B</b>   |  |                    | <b>C</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Yucca St

**Scenario:** Future with Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR   |              |                            |
|--|--|--------------|--------------|--|--|--------------|----------------------------|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |  |              | 2<br>0<br>0<br>0<br>2<br>0 |
|  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 |              |              |  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0       |              |                            |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| <b>NORTHBOUND</b>  | Left   | 92           | 1            | 92   | 256  | 1            | 256                        |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 411          | 1            | 301  | 857  | 1            | 572                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 190          | 0            | 190  | 286  | 0            | 286                        |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>SOUTHBOUND</b>  | Left   | 104          | 1            | 104  | 40   | 1            | 40                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 1153         | 1            | 752  | 1008   | 1            | 526                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 351          | 0            | 351  | 44   | 0            | 44                         |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>EASTBOUND</b>   | Left   | 5            | 1            | 5  | 54   | 1            | 54                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 80           | 1            | 80   | 157  | 1            | 157                        |
|  | Through-Right  |              | 0            |  |  | 0            |                            |
|  | Right  | 69           | 1            | 23   | 89   | 1            | 0                          |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>WESTBOUND</b>   | Left   | 124          | 1            | 124  | 115  | 1            | 115                        |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 150          | 1            | 79   | 100  | 1            | 56                         |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 7            | 0            | 7  | 12   | 0            | 12                         |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 844<br><i>East-West:</i> 204<br><b>SUM:</b> 1048 | <i>North-South:</i> 782<br><i>East-West:</i> 272<br><b>SUM:</b> 1054 |              |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.699  |  |              | 0.703                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.599</b>   |  |              | <b>0.603</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>A</b>   |  |              | <b>B</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Argyle Ave

**East-West Street:** Yucca St

**Scenario:** Future with Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                       |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 1      | 1                       | NB -- 0      | SB -- 1      | 1                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| Override Capacity                      |                       |              |              | 2                       |              |              | 2                       |
|  |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 21           | 0            | 21                      | 42           | 0            | 42                      |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 195          | 0            | 120                     | 509          | 0            | 299                     |
|  | ↗ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 23           | 0            | 120                     | 47           | 0            | 299                     |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 3            | 0            | 3                       | 9            | 0            | 9                       |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 215          | 0            | 109                     | 118          | 0            | 68                      |
|  | ↗ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 3            | 1            | 0                       | 4            | 1            | 0                       |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 179          | 1            | 179                     | 302          | 1            | 302                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 39           | 1            | 39                      | 101          | 1            | 101                     |
|  | ↗ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 132          | 1            | 132                     | 82           | 1            | 82                      |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 62           | 1            | 62                      | 25           | 1            | 25                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 181          | 0            | 280                     | 117          | 0            | 244                     |
|  | ↗ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 99           | 0            | 0                       | 127          | 0            | 0                       |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 130 |              |              | <i>North-South:</i> 308 |
|  |                       |              |              | <i>East-West:</i> 459   |              |              | <i>East-West:</i> 546   |
|  |                       |              |              | <b>SUM:</b> 589         |              |              | <b>SUM:</b> 854         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 0.393                   |              |              | 0.569                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.293</b>            |              |              | <b>0.469</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>A</b>                |              |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 2<br>0<br>0<br>0<br>2<br>0   |                |                | 2<br>0<br>0<br>0<br>2<br>0   |
|  |                       | <i>NB</i> -- 0 | <i>SB</i> -- 0 |  | <i>NB</i> -- 0 | <i>SB</i> -- 0 |  |
|  |                       | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 19             | 0              | 19   | 12             | 0              | 0  |
|  | ↵↔ Left-Through       |                | 1              |  |                | 0              |  |
|  | → Through             | 769            | 0              | 460  | 1002           | 1              | 556  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 37             | 0              | 460  | 109            | 0              | 109  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 35             | 0              | 35   | 13             | 0              | 0  |
|  | ↵↔ Left-Through       |                | 1              |  |                | 0              |  |
|  | → Through             | 1381           | 0              | 933  | 979            | 1              | 542  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 344            | 0              | 933  | 105            | 0              | 105  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | ↵ Left                | 41             | 1              | 41   | 67             | 1              | 67   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 815            | 1              | 429  | 1211           | 1              | 623  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 42             | 0              | 42   | 34             | 0              | 34   |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | ↵ Left                | 84             | 1              | 84   | 54             | 1              | 54   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1235           | 2              | 618  | 1193           | 2              | 597  |
|  | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 43             | 1              | 43   | 97             | 1              | 97   |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                       |                |                | <i>North-South:</i> 952<br><i>East-West:</i> 659<br><i>SUM:</i> 1611 |                |                | <i>North-South:</i> 556<br><i>East-West:</i> 677<br><i>SUM:</i> 1233 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                |                | 1.074  |                |                | 0.822  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                |                | <b>0.974</b>   |                |                | <b>0.722</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                |                | <b>E</b>   |                |                | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Ivar Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR |              |  |
|--|--|--------------|--------------|--|--------------|--------------|--|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume       | No. of Lanes | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |              |              | 2<br>0<br>0<br>0<br>2<br>0   |
|  | <i>NB --</i> 0 <i>SB --</i> 0 <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 <i>EB --</i> 0 <i>WB --</i> 0 |              |              |  |              |              |  |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume       | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>  | Left   | 8            | 0            | 8  | 30           | 0            | 30   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 60           | 0            | 107  | 222          | 0            | 362  |
|  | Through-Right  |              | 0            |  |              | 0            |  |
|  | Right  | 39           | 0            | 0  | 110          | 0            | 0  |
|  | Left-Through-Right   |              | 1            |  |              | 1            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>SOUTHBOUND</b>  | Left   | 12           | 0            | 12   | 11           | 0            | 11   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 245          | 0            | 389  | 46           | 0            | 75   |
|  | Through-Right  |              | 0            |  |              | 0            |  |
|  | Right  | 132          | 0            | 0  | 18           | 0            | 0  |
|  | Left-Through-Right   |              | 1            |  |              | 1            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>EASTBOUND</b>   | Left   | 19           | 1            | 19   | 27           | 1            | 27   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 859          | 1            | 440  | 1224         | 1            | 626  |
|  | Through-Right  |              | 1            |  |              | 1            |  |
|  | Right  | 21           | 0            | 21   | 28           | 0            | 28   |
|  | Left-Through-Right   |              | 0            |  |              | 0            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>WESTBOUND</b>   | Left   | 81           | 1            | 81   | 54           | 1            | 54   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 1337         | 1            | 690  | 1184         | 1            | 611  |
|  | Through-Right  |              | 1            |  |              | 1            |  |
|  | Right  | 43           | 0            | 43   | 37           | 0            | 37   |
|  | Left-Through-Right   |              | 0            |  |              | 0            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 397<br><i>East-West:</i> 709<br><i>SUM:</i> 1106 |              |              | <i>North-South:</i> 373<br><i>East-West:</i> 680<br><i>SUM:</i> 1053 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.737  |              |              | 0.702  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.637</b>   |              |              | <b>0.602</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>B</b>   |              |              | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 3  |                |                | 3  |
|  |                       |                |                | 0  |                |                | 0  |
|  |                       | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0  | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0  |
|  |                       | <i>EB</i> -- 3 | <i>WB</i> -- 0 | 0  | <i>EB</i> -- 3 | <i>WB</i> -- 0 | 0  |
|  |                       |                |                | 2  |                |                | 2  |
|  |                       |                |                | 0  |                |                | 0  |
| MOVEMENT   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 97             | 1              | 97   | 133            | 1              | 133  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 634            | 2              | 317  | 1205           | 2              | 603  |
|  | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|  | ↵ Right               | 180            | 1              | 126  | 232            | 1              | 190  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 67             | 1              | 67   | 112            | 1              | 112  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1133           | 1              | 625  | 938            | 1              | 516  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↵ Right               | 117            | 0              | 117  | 94             | 0              | 94   |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | ↵ Left                | 59             | 1              | 59   | 85             | 1              | 85   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 769            | 2              | 385  | 1208           | 2              | 604  |
|  | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|  | ↵ Right               | 17             | 1              | 0  | 19             | 1              | 0  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | ↵ Left                | 108            | 1              | 108  | 85             | 1              | 85   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1271           | 1              | 658  | 1110           | 1              | 618  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↵ Right               | 45             | 0              | 45   | 125            | 0              | 125  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                       |                |                | <i>North-South:</i> 722<br><i>East-West:</i> 717<br><i>SUM:</i> 1439 |                |                | <i>North-South:</i> 715<br><i>East-West:</i> 703<br><i>SUM:</i> 1418 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                |                | 1.010  |                |                | 0.995  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                |                | <b>0.910</b>   |                |                | <b>0.895</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                |                | <b>E</b>   |                |                | <b>D</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Argyle Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |  | PM PEAK HOUR   |              |  |
|--|--------------------|----------------|--------------|--|----------------|--------------|--|
|  |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume  |
| No. of Phases                          |                    |                |              | 2  |                |              | 2  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0  |                |              | 0  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0  | <i>NB --</i> 0 | <i>SB --</i> | 0  |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0  | <i>EB --</i> 0 | <i>WB --</i> | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2  |                |              | 2  |
| Override Capacity                      |                    |                |              | 0  |                |              | 0  |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>                      | Left               | 33             | 1            | 33   | 39             | 1            | 39   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 98             | 1            | 98   | 313            | 1            | 313  |
|  | Through-Right      |                | 0            |  |                | 0            |  |
|  | Right              | 47             | 1            | 0  | 62             | 1            | 20   |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>SOUTHBOUND</b>                      | Left               | 72             | 1            | 72   | 59             | 1            | 59   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 234            | 1            | 234  | 129            | 1            | 129  |
|  | Through-Right      |                | 0            |  |                | 0            |  |
|  | Right              | 65             | 1            | 12   | 82             | 1            | 2  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>EASTBOUND</b>                       | Left               | 106            | 1            | 106  | 161            | 1            | 161  |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 750            | 2            | 375  | 1333           | 2            | 667  |
|  | Through-Right      |                | 0            |  |                | 0            |  |
|  | Right              | 130            | 1            | 114  | 177            | 1            | 158  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>WESTBOUND</b>                       | Left               | 202            | 1            | 202  | 84             | 1            | 84   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 1354           | 1            | 723  | 1095           | 1            | 646  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 92             | 0            | 92   | 197            | 0            | 197  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 267<br><i>East-West:</i> 829<br><i>SUM:</i> 1096 |                |              | <i>North-South:</i> 372<br><i>East-West:</i> 807<br><i>SUM:</i> 1179 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.731  |                |              | 0.786  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.631</b>   |                |              | <b>0.686</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>   |                |              | <b>B</b>   |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Gower St

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 57             | 1              | 57                      | 87             | 1              | 87                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 346            | 1              | 221                     | 678            | 1              | 420                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 96             | 0              | 96                      | 161            | 0              | 161                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 64             | 1              | 64                      | 49             | 1              | 49                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 492            | 1              | 492                     | 438            | 1              | 438                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 412            | 1              | 390                     | 154            | 1              | 107                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 44             | 1              | 44                      | 94             | 1              | 94                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 785            | 1              | 412                     | 1291           | 1              | 685                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 38             | 0              | 38                      | 78             | 0              | 78                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 110            | 1              | 110                     | 111            | 1              | 111                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1459           | 1              | 743                     | 1136           | 1              | 607                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 26             | 0              | 26                      | 78             | 0              | 78                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 549 |                |                | <i>North-South:</i> 525 |
|  |                    |                |                | <i>East-West:</i> 787   |                |                | <i>East-West:</i> 796   |
|  |                    |                |                | <i>SUM:</i> 1336        |                |                | <i>SUM:</i> 1321        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.891                   |                |                | 0.881                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.791</b>            |                |                | <b>0.781</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>C</b>                |                |                | <b>C</b>                |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR       |                    |  | PM PEAK HOUR       |                    |  |
|--|-----------------------|--------------------|--------------------|--|--------------------|--------------------|--|
|  |                       | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |
|  |                       | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  |
| MOVEMENT   |                       | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 42                 | 1                  | 42   | 95                 | 1                  | 95   |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 142                | 1                  | 142  | 343                | 1                  | 343  |
|  | ↘ Through-Right       |                    | 0                  |  |                    | 0                  |  |
|  | ↘ Right               | 178                | 1                  | 60   | 234                | 1                  | 176  |
|  | ↘↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
|  | ↘↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 105                | 1                  | 105  | 81                 | 1                  | 81   |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 330                | 0                  | 426  | 203                | 0                  | 283  |
|  | ↘ Through-Right       |                    | 1                  |  |                    | 1                  |  |
|  | ↘ Right               | 96                 | 0                  | 0  | 80                 | 0                  | 0  |
|  | ↘↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
|  | ↘↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>EASTBOUND</b>   | ↵ Left                | 23                 | 1                  | 23   | 76                 | 1                  | 76   |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 792                | 1                  | 436  | 1404               | 1                  | 731  |
|  | ↘ Through-Right       |                    | 1                  |  |                    | 1                  |  |
|  | ↘ Right               | 80                 | 0                  | 80   | 58                 | 0                  | 58   |
|  | ↘↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
|  | ↘↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>WESTBOUND</b>   | ↵ Left                | 237                | 1                  | 237  | 117                | 1                  | 117  |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 1396               | 1                  | 719  | 1007               | 1                  | 533  |
|  | ↘ Through-Right       |                    | 1                  |  |                    | 1                  |  |
|  | ↘ Right               | 41                 | 0                  | 41   | 58                 | 0                  | 58   |
|  | ↘↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
|  | ↘↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>CRITICAL VOLUMES</b>  |                       |                    |                    | <i>North-South:</i> 468<br><i>East-West:</i> 742<br><i>SUM:</i> 1210 |                    |                    | <i>North-South:</i> 424<br><i>East-West:</i> 848<br><i>SUM:</i> 1272 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                    |                    | 0.807  |                    |                    | 0.848  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                    |                    | <b>0.707</b>   |                    |                    | <b>0.748</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                    |                    | <b>C</b>   |                    |                    | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



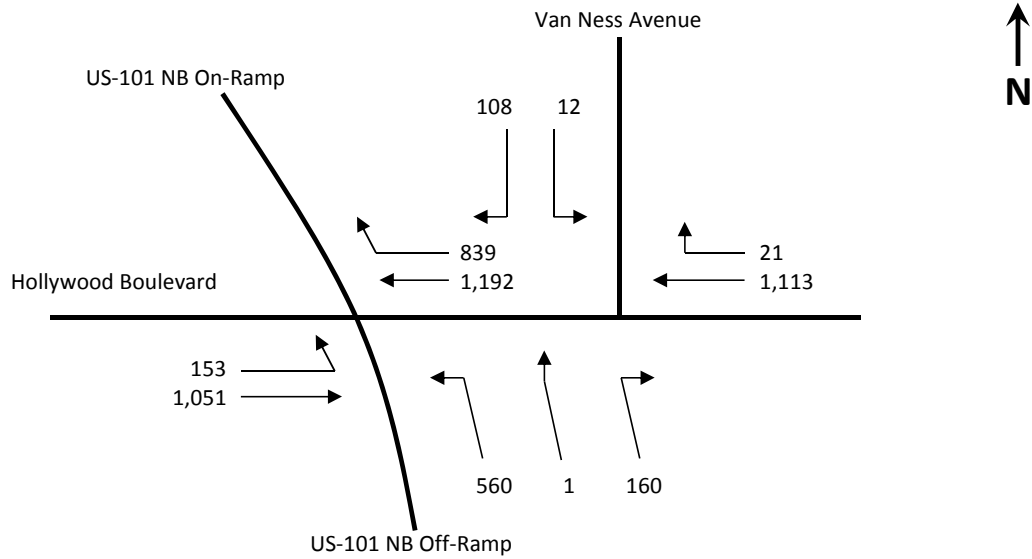
**I/S #:**  
**14**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|   |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|---|--------------------|----------------|----------------|--|----------------|----------------|--|
|   |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>No. of Phases</b><br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 3  |                |                | 3  |
|   |                    |                |                | 0  |                |                | 0  |
|   |                    | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0  | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0  |
|   |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 | 0  | <i>EB</i> -- 0 | <i>WB</i> -- 0 | 0  |
|   |                    |                |                | 2  |                |                | 2  |
|   |                    |                |                | 0  |                |                | 0  |
| MOVEMENT  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>   | Left               | 0              | 0              | 0  | 0              | 0              | 0  |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 0              | 0              | 0  | 0              | 0              | 0  |
|   | Through-Right      |                | 0              |  |                | 0              |  |
|   | Right              | 0              | 0              | 0  | 0              | 0              | 0  |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>   | Left               | 544            | 1              | 401  | 575            | 1              | 361  |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 4              | 0              | 401  | 14             | 0              | 361  |
|   | Through-Right      |                | 0              |  |                | 0              |  |
|   | Right              | 253            | 0              | 0  | 132            | 0              | 0  |
|   | Left-Through-Right |                | 1              |  |                | 1              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>  | Left               | 0              | 0              | 0  | 0              | 0              | 0  |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 638            | 2              | 319  | 1195           | 2              | 598  |
|   | Through-Right      |                | 0              |  |                | 0              |  |
|   | Right              | 347            | 1              | 347  | 483            | 1              | 483  |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>  | Left               | 76             | 1              | 76   | 63             | 1              | 63   |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 1648           | 2              | 824  | 1387           | 2              | 694  |
|   | Through-Right      |                | 0              |  |                | 0              |  |
|   | Right              | 0              | 0              | 0  | 0              | 0              | 0  |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>   |                    |                |                | <i>North-South:</i> 401<br><i>East-West:</i> 824<br><i>SUM:</i> 1225 |                |                | <i>North-South:</i> 361<br><i>East-West:</i> 694<br><i>SUM:</i> 1055 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>   |                    |                |                | 0.860  |                |                | 0.740  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>  |                    |                |                | <b>0.760</b>   |                |                | <b>0.640</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>  |                    |                |                | <b>C</b>   |                |                | <b>B</b>   |

**Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard**

**Future with Project Conditions (Year 2021) - AM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                           |                   |   |     |            |
|---------------------------|-------------------|---|-----|------------|
| Eastbound Lefts:          | 153               |   |     | <u>and</u> |
| Westbound Throughs:       | $\frac{1,192}{2}$ | = | 596 | <u>or</u>  |
| Westbound Rights:         | 839               |   |     | <u>or</u>  |
| Eastbound Throughs:       | $\frac{1,051}{2}$ | = | 526 |            |
| Critical Volume #1 (CV1): | <b>992</b>        |   |     |            |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                               |            |   |      |   |     |           |
|-------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:             | 560        | * | 0.55 | = | 308 | <u>or</u> |
| Northbound Throughs + Rights: | 1          | + | 160  | = | 161 |           |
| Critical Volume #2 (CV2):     | <b>308</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

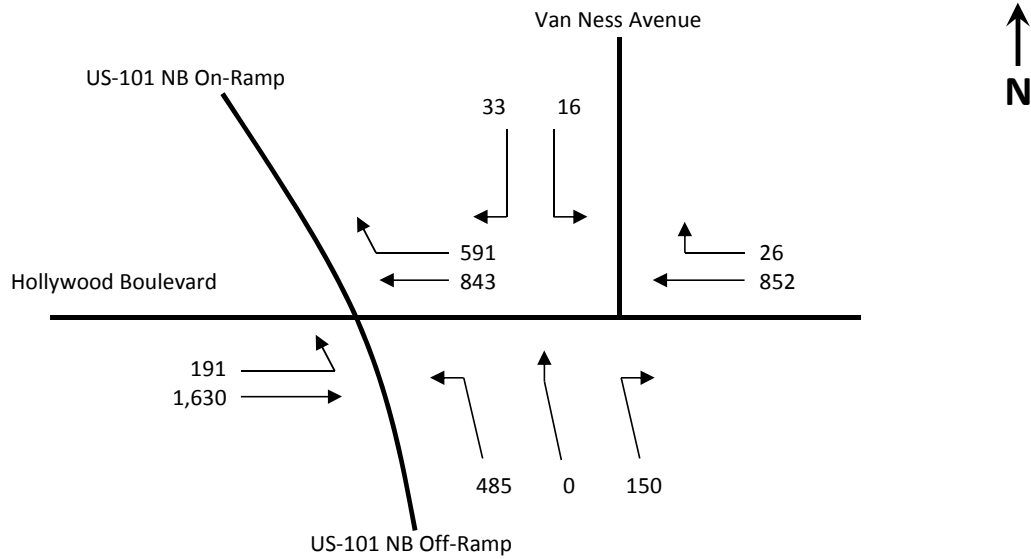
|                           |            |  |  |           |
|---------------------------|------------|--|--|-----------|
| Southbound Lefts:         | 12         |  |  | <u>or</u> |
| Southbound Rights:        | 108        |  |  |           |
| Critical Volume #3 (CV3): | <b>108</b> |  |  |           |

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|                                |                       |   |              |                          |          |   |              |
|--------------------------------|-----------------------|---|--------------|--------------------------|----------|---|--------------|
| Critical Volume:               | 992                   | + | 308          | +                        | 108      | = | <b>1,408</b> |
| Intersection V/C:              | $\frac{1,408}{1,425}$ | = | <b>0.988</b> |                          |          |   |              |
| ATSAC/ATCS Credit:             | 0.10                  |   |              |                          |          |   |              |
| <b>Final intersection V/C:</b> | <b>0.888</b>          |   |              | <b>Intersection LOS:</b> | <b>D</b> |   |              |

**Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard**

**Future with Project Conditions (Year 2021) - PM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |     |            |
|----------------------------------|-------------------|---|-----|------------|
| Eastbound Lefts:                 | 191               |   |     | <u>and</u> |
| Westbound Throughs:              | $\frac{843}{2}$   | = | 422 | <u>or</u>  |
| Westbound Rights:                | 591               |   |     | <u>or</u>  |
| Eastbound Throughs:              | $\frac{1,630}{2}$ | = | 815 |            |
| <b>Critical Volume #1 (CV1):</b> | <b>815</b>        |   |     |            |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 485        | * | 0.55 | = | 267 | <u>or</u> |
| Northbound Throughs + Rights:    | 0          | + | 150  | = | 150 |           |
| <b>Critical Volume #2 (CV2):</b> | <b>267</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

|                                  |           |  |  |           |
|----------------------------------|-----------|--|--|-----------|
| Southbound Lefts:                | 16        |  |  | <u>or</u> |
| Southbound Rights:               | 33        |  |  |           |
| <b>Critical Volume #3 (CV3):</b> | <b>33</b> |  |  |           |

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|                                |                       |   |              |   |                          |   |              |
|--------------------------------|-----------------------|---|--------------|---|--------------------------|---|--------------|
| Critical Volume:               | 815                   | + | 267          | + | 33                       | = | <b>1,115</b> |
| Intersection V/C:              | $\frac{1,115}{1,425}$ | = | <b>0.782</b> |   |                          |   |              |
| ATSAC/ATCS Credit:             | 0.10                  |   |              |   |                          |   |              |
| <b>Final intersection V/C:</b> | <b>0.682</b>          |   |              |   | <b>Intersection LOS:</b> |   | <b>B</b>     |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Selma Ave

**Scenario:** Future with Project Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 55             | 1              | 55                      | 55             | 1              | 55                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 811            | 2              | 406                     | 1312           | 2              | 656                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 101            | 1              | 57                      | 116            | 1              | 90                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 35             | 1              | 35                      | 69             | 1              | 69                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1416           | 1              | 742                     | 1057           | 1              | 569                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 67             | 0              | 67                      | 81             | 0              | 81                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 40             | 1              | 40                      | 86             | 1              | 86                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 62             | 0              | 132                     | 209            | 0              | 296                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 70             | 0              | 0                       | 87             | 0              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 88             | 1              | 88                      | 53             | 1              | 53                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 104            | 0              | 254                     | 103            | 0              | 176                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 150            | 0              | 0                       | 73             | 0              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 797 |                |                | <i>North-South:</i> 725 |
|  |                    |                |                | <i>East-West:</i> 294   |                |                | <i>East-West:</i> 349   |
|  |                    |                |                | <b>SUM:</b> 1091        |                |                | <b>SUM:</b> 1074        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |                | 0.727                   |                |                | 0.716                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |                | <b>0.627</b>            |                |                | <b>0.616</b>            |
| LEVEL OF SERVICE (LOS):                |                    |                |                | <b>B</b>                |                |                | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**17**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Sunset Blvd

**Scenario:** Future with Project Conditions (Year 2021)

**Count Date:** Year 2016

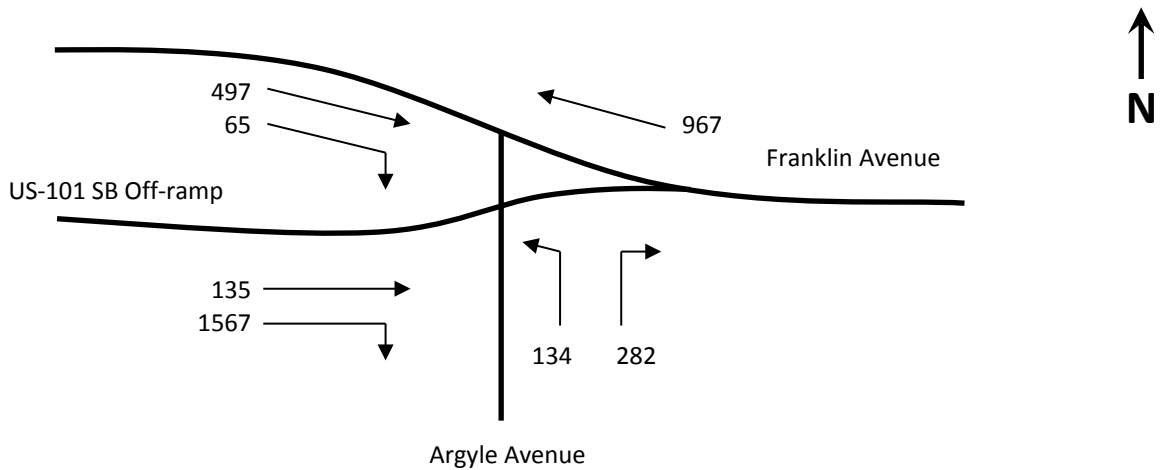
**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 4                       |                |                | 4                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 3 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 3 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 103            | 1              | 103                     | 116            | 1              | 116                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 756            | 2              | 378                     | 1236           | 2              | 618                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 247            | 1              | 8                       | 285            | 1              | 54                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 119            | 1              | 119                     | 219            | 1              | 219                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1258           | 1              | 694                     | 1034           | 1              | 592                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 129            | 0              | 129                     | 149            | 0              | 149                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 62             | 1              | 62                      | 99             | 1              | 99                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1067           | 2              | 385                     | 1557           | 2              | 551                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 89             | 0              | 89                      | 97             | 0              | 97                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 239            | 1              | 239                     | 231            | 1              | 231                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1412           | 2              | 513                     | 1384           | 2              | 512                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 127            | 0              | 127                     | 152            | 0              | 152                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 797 |                |                | <i>North-South:</i> 837 |
|  |                    |                |                | <i>East-West:</i> 624   |                |                | <i>East-West:</i> 782   |
|  |                    |                |                | <b>SUM:</b> 1421        |                |                | <b>SUM:</b> 1619        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 1.033                   |                |                | 1.177                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.933</b>            |                |                | <b>1.077</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>E</b>                |                |                | <b>F</b>                |

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Existing with Project with Mitigation Conditions - AM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{967}{2} = 484 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{497}{2} = 249 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 135$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{484}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{134 + 282}{2} = \frac{416}{2} = 208 \quad \text{or}$$

$$\text{Northbound Right:} \quad 282 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 65$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{208}$$

$$\text{Critical Volume:} \quad 484 + 208 = \mathbf{692}$$

$$\text{Intersection V/C:} \quad \frac{692}{1500} = \mathbf{0.461}$$

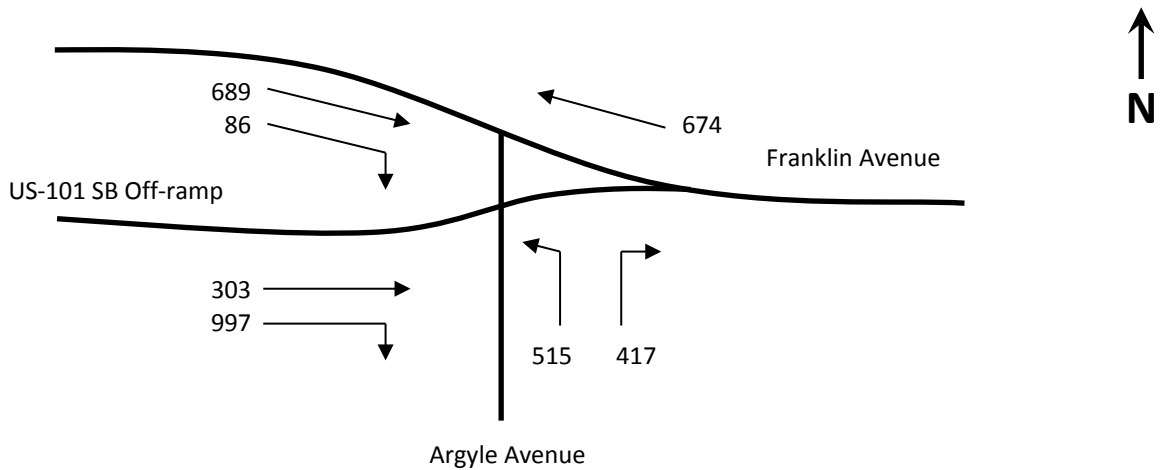
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.361}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Existing with Project with Mitigation Conditions - PM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{674}{2} = 337 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{689}{2} = 345 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 303$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{345}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{515 + 417}{2} = \frac{932}{2} = 466 \quad \text{or}$$

$$\text{Northbound Right:} \quad 417 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 86$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{466}$$

$$\text{Critical Volume:} \quad 345 + 466 = \mathbf{811}$$

$$\text{Intersection V/C:} \quad \frac{811}{1500} = \mathbf{0.541}$$

$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

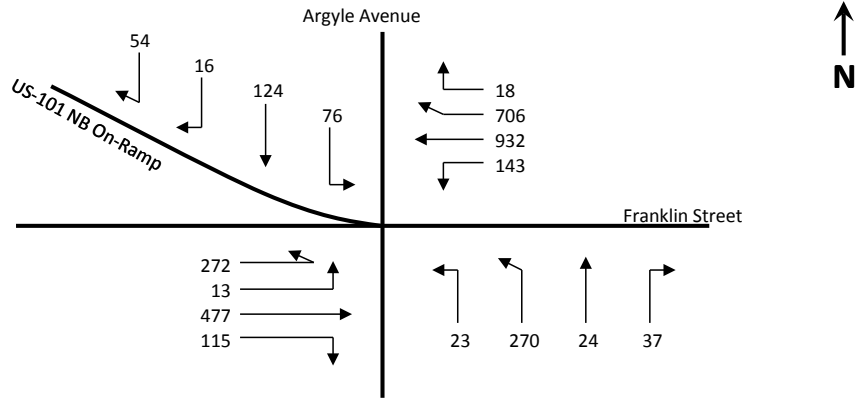
$$\text{Final intersection V/C:} \quad \mathbf{0.441}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$



## Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

### Existing with Project with Mitigation Conditions - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $272 + 13 = 285$       and

Westbound Throughs + Rights:  

$$\frac{932 + 706 + 18}{2} = \frac{1656}{2} = 828$$
      or

Westbound Rights:  $706 + 18 = 724$       or

Westbound Lefts: 143      and

Eastbound Throughs:  $\frac{477}{2} = 239$       or

Eastbound Rights: 115

Critical Volume #1 (CV1): **1113**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{23 + 270 + 24}{2} = \frac{317}{2} = 159$$
      or

Northbound Rights:  $37 - 0.5 \cdot \text{WBL} = 0$

Critical Volume #2 (CV2): **159**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 76      or

Southbound Throughs + Rights:  

$$\frac{124 + 16 + 54}{2} = \frac{194}{2} = 97$$
      or

Southbound Rights:  $16 + 54 = 70$

Critical Volume #3 (CV3): **97**

Critical Volume:  $1113 + 159 + 97 = 1369$

Intersection V/C:  $\frac{1369}{1375} = 0.996$

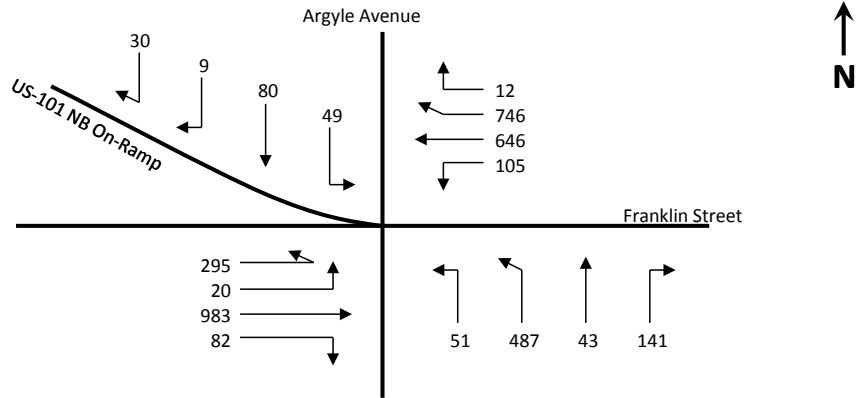
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.896**

**Intersection LOS: D**

## Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

### Existing with Project with Mitigation Conditions - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $295 + 20 = 315$  and

Westbound Throughs + Rights:  

$$\frac{646 + 746 + 12}{2} = \frac{1404}{2} = 702$$
 or

Westbound Rights:  $746 + 12 = 758$  or

Westbound Lefts: 105 and

Eastbound Throughs:  $\frac{983}{2} = 492$  or

Eastbound Rights: 82

Critical Volume #1 (CV1): **1073**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{51 + 487 + 43}{2} = \frac{581}{2} = 291$$
 or

Northbound Rights:  $141 - 0.5 \cdot \text{WBL} = 88$

Critical Volume #2 (CV2): **291**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 49 or

Southbound Throughs + Rights:  

$$\frac{80 + 9 + 30}{2} = \frac{119}{2} = 60$$
 or

Southbound Rights:  $9 + 30 = 39$

Critical Volume #3 (CV3): **60**

Critical Volume:  $1073 + 291 + 60 = 1424$

Intersection V/C:  $\frac{1424}{1375} = 1.036$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.936**

**Intersection LOS: E**



## Level of Service Worksheet (Circular 212 Method)



I/S #: **3**

PROJECT TITLE: citizenM Hotel  
 North-South Street: Gower Street      East-West Street: Franklin Avenue  
 Scenario: Existing with Project with Mitigation Conditions  
 Count Date: Year 2016      Analyst: GTC      Date: Jun-16

|  |                    | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|--------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                    |              |              |                         |              |              |                         |
| No. of Phases                          |                    |              |              | 4                       |              |              | 4                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |              |              | 1                       |              |              | 1                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | NB -- 1      | SB -- 0      | 0                       | NB -- 1      | SB -- 0      | 0                       |
|  |                    | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |              |              | 2                       |              |              | 2                       |
| Override Capacity                      |                    |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| NORTHBOUND                             | Left               | 253          | 1            | 157                     | 400          | 1            | 268                     |
|  | Left-Through       |              | 1            |                         |              | 1            |                         |
|  | Through            | 60           | 0            | 157                     | 135          | 0            | 268                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 278          | 1            | 0                       | 462          | 1            | 0                       |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| SOUTHBOUND                             | Left               | 18           | 0            | 18                      | 20           | 0            | 20                      |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 144          | 0            | 213                     | 89           | 0            | 123                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 51           | 0            | 0                       | 14           | 0            | 0                       |
|  | Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| EASTBOUND                              | Left               | 9            | 1            | 9                       | 15           | 1            | 15                      |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 486          | 1            | 272                     | 940          | 1            | 494                     |
|  | Through-Right      |              | 1            |                         |              | 1            |                         |
|  | Right              | 58           | 0            | 58                      | 48           | 0            | 48                      |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| WESTBOUND                              | Left               | 196          | 1            | 196                     | 109          | 1            | 109                     |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 1244         | 1            | 625                     | 898          | 1            | 458                     |
|  | Through-Right      |              | 1            |                         |              | 1            |                         |
|  | Right              | 5            | 0            | 5                       | 18           | 0            | 18                      |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| CRITICAL VOLUMES                       |                    |              |              | <i>North-South:</i> 370 |              |              | <i>North-South:</i> 391 |
|  |                    |              |              | <i>East-West:</i> 634   |              |              | <i>East-West:</i> 603   |
|  |                    |              |              | <b>SUM:</b> 1004        |              |              | <b>SUM:</b> 994         |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |              |              | 0.730                   |              |              | 0.723                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |              |              | <b>0.630</b>            |              |              | <b>0.623</b>            |
| LEVEL OF SERVICE (LOS):                |                    |              |              | <b>B</b>                |              |              | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 101 **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016 **Analyst:** GTC **Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|--------------------|----------------|----------------|--|----------------|----------------|--|
|  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 3<br>0<br>3<br>0<br>2<br>0   |                |                | 3<br>0<br>3<br>0<br>2<br>0   |
|  |                    | <i>NB</i> -- 0 | <i>SB</i> -- 3 |  | <i>NB</i> -- 0 | <i>SB</i> -- 3 |  |
|  |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | Left               | 10             | 0              | 10   | 22             | 0              | 22   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 45             | 0              | 87   | 48             | 0              | 95   |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 32             | 0              | 0  | 25             | 0              | 0  |
|  | Left-Through-Right |                | 1              |  |                | 1              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | Left               | 174            | 0              | 174  | 212            | 0              | 212  |
|  | Left-Through       |                | 1              |  |                | 1              |  |
|  | Through            | 0              | 0              | 174  | 1              | 0              | 213  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 165            | 1              | 73   | 190            | 1              | 0  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | Left               | 92             | 1              | 92   | 193            | 1              | 193  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 707            | 1              | 357  | 1137           | 1              | 571  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 6              | 0              | 6  | 4              | 0              | 4  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | Left               | 3              | 1              | 3  | 5              | 1              | 5  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 1290           | 1              | 702  | 881            | 1              | 526  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 113            | 0              | 113  | 171            | 0              | 171  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                    |                |                | <i>North-South:</i> 261<br><i>East-West:</i> 794<br><i>SUM:</i> 1055 |                |                | <i>North-South:</i> 307<br><i>East-West:</i> 719<br><i>SUM:</i> 1026 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                |                | 0.740  |                |                | 0.720  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                |                | <b>0.640</b>   |                |                | <b>0.620</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                |                | <b>B</b>   |                |                | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue      **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 32             | 0              | 32                      | 44             | 0              | 44                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 111            | 0              | 240                     | 146            | 0              | 419                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 97             | 0              | 0                       | 229            | 0              | 0                       |
|  | Left-Through-Right |                | 1              |                         |                | 1              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 81             | 0              | 81                      | 94             | 0              | 94                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 162            | 0              | 337                     | 123            | 0              | 313                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 94             | 0              | 0                       | 96             | 0              | 0                       |
|  | Left-Through-Right |                | 1              |                         |                | 1              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 83             | 1              | 83                      | 121            | 1              | 121                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 688            | 1              | 394                     | 1119           | 1              | 589                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 100            | 0              | 100                     | 58             | 0              | 58                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 184            | 1              | 184                     | 117            | 1              | 117                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1148           | 1              | 600                     | 882            | 1              | 465                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 52             | 0              | 52                      | 48             | 0              | 48                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 369 |                |                | <i>North-South:</i> 513 |
|  |                    |                |                | <i>East-West:</i> 683   |                |                | <i>East-West:</i> 706   |
|  |                    |                |                | <b>SUM:</b> 1052        |                |                | <b>SUM:</b> 1219        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.701                   |                |                | 0.813                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.601</b>            |                |                | <b>0.713</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>B</b>                |                |                | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Yucca St

**Scenario:** Existing with Project with Mitigation Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 70             | 1            | 70                      | 212            | 1            | 212                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 352            | 1            | 253                     | 750            | 1            | 487                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 154            | 0            | 154                     | 223            | 0            | 223                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 99             | 1            | 99                      | 38             | 1            | 38                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1025           | 1            | 680                     | 826            | 1            | 434                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 334            | 0            | 334                     | 42             | 0            | 42                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 5              | 1            | 5                       | 51             | 1            | 51                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 60             | 1            | 60                      | 136            | 1            | 136                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 42             | 1            | 7                       | 49             | 1            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 82             | 1            | 82                      | 55             | 1            | 55                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 133            | 1            | 70                      | 77             | 1            | 44                      |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 7              | 0            | 7                       | 11             | 0            | 11                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 750 |                |              | <i>North-South:</i> 646 |
|  |                    |                |              | <i>East-West:</i> 142   |                |              | <i>East-West:</i> 191   |
|  |                    |                |              | <i>SUM:</i> 892         |                |              | <i>SUM:</i> 837         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.595                   |                |              | 0.558                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.495</b>            |                |              | <b>0.458</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>A</b>                |                |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Yucca St  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                       |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 1      | 1                       | NB -- 0      | SB -- 1      | 1                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| Override Capacity                      |                       |              |              | 2                       |              |              | 2                       |
|  |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 9            | 0            | 9                       | 23           | 0            | 23                      |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 141          | 0            | 78                      | 428          | 0            | 235                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 5            | 0            | 78                      | 18           | 0            | 235                     |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 3            | 0            | 3                       | 9            | 0            | 9                       |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 204          | 0            | 104                     | 110          | 0            | 64                      |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 1            | 1            | 0                       | 1            | 1            | 0                       |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 151          | 1            | 151                     | 253          | 1            | 253                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 22           | 1            | 22                      | 85           | 1            | 85                      |
|  | ↵↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 117          | 1            | 117                     | 63           | 1            | 63                      |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 38           | 1            | 38                      | 8            | 1            | 8                       |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 140          | 0            | 175                     | 58           | 0            | 134                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 35           | 0            | 0                       | 76           | 0            | 0                       |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 113 |              |              | <i>North-South:</i> 244 |
|  |                       |              |              | <i>East-West:</i> 326   |              |              | <i>East-West:</i> 387   |
|  |                       |              |              | <b>SUM:</b> 439         |              |              | <b>SUM:</b> 631         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 0.293                   |              |              | 0.421                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.193</b>            |              |              | <b>0.321</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>A</b>                |              |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |   |
|--|--------------------|----------------|----------------|--|----------------|----------------|---|
|  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume   |
| No. of Phases                          |                    |                |                | 2  |                |                | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0  |                |                | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0  | <i>NB --</i> 0 | <i>SB --</i> 0 | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0  | <i>EB --</i> 0 | <i>WB --</i> 0 | 0   |
| Override Capacity                      |                    |                |                | 2  |                |                | 2   |
|  |                    |                |                | 0  |                |                | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 15             | 0              | 15   | 4              | 0              | 0   |
|  | Left-Through       |                | 1              |  |                | 0              |   |
|  | Through            | 615            | 0              | 369  | 794            | 1              | 443   |
|  | Through-Right      |                | 1              |  |                | 1              |   |
|  | Right              | 33             | 0              | 369  | 92             | 0              | 92  |
|  | Left-Through-Right |                | 0              |  |                | 0              |   |
|  | Left-Right         |                | 0              |  |                | 0              |   |
| <b>SOUTHBOUND</b>                      | Left               | 28             | 0              | 28   | 4              | 0              | 0   |
|  | Left-Through       |                | 1              |  |                | 0              |   |
|  | Through            | 1180           | 0              | 810  | 766            | 1              | 433   |
|  | Through-Right      |                | 1              |  |                | 1              |   |
|  | Right              | 327            | 0              | 810  | 100            | 0              | 100   |
|  | Left-Through-Right |                | 0              |  |                | 0              |   |
|  | Left-Right         |                | 0              |  |                | 0              |   |
| <b>EASTBOUND</b>                       | Left               | 38             | 1              | 38   | 63             | 1              | 63  |
|  | Left-Through       |                | 0              |  |                | 0              |   |
|  | Through            | 518            | 1              | 275  | 879            | 1              | 454   |
|  | Through-Right      |                | 1              |  |                | 1              |   |
|  | Right              | 32             | 0              | 32   | 28             | 0              | 28  |
|  | Left-Through-Right |                | 0              |  |                | 0              |   |
|  | Left-Right         |                | 0              |  |                | 0              |   |
| <b>WESTBOUND</b>                       | Left               | 76             | 1              | 76   | 43             | 1              | 43  |
|  | Left-Through       |                | 0              |  |                | 0              |   |
|  | Through            | 983            | 2              | 492  | 746            | 2              | 373   |
|  | Through-Right      |                | 0              |  |                | 0              |   |
|  | Right              | 34             | 1              | 34   | 83             | 1              | 83  |
|  | Left-Through-Right |                | 0              |  |                | 0              |   |
|  | Left-Right         |                | 0              |  |                | 0              |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 825<br><i>East-West:</i> 530<br><i>SUM:</i> 1355 |                |                | <i>North-South:</i> 443<br><i>East-West:</i> 497<br><i>SUM:</i> 940 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.903  |                |                | 0.627   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.803</b>   |                |                | <b>0.527</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>D</b>   |                |                | <b>A</b>  |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Ivar Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project with Mitigation Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |   | PM PEAK HOUR   |                |   |
|--|--------------------|----------------|----------------|---|----------------|----------------|---|
|  |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| No. of Phases                          |                    |                |                | 2   |                |                | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0   |                |                | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0   | <i>NB --</i> 0 | <i>SB --</i> 0 | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0   | <i>EB --</i> 0 | <i>WB --</i> 0 | 0   |
| Override Capacity                      |                    |                |                | 2   |                |                | 2   |
|  |                    |                |                | 0   |                |                | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 8              | 0              | 8   | 29             | 0              | 29  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 57             | 0              | 102   | 211            | 0              | 345   |
|  | Through-Right      |                | 0              |   |                | 0              |   |
|  | Right              | 37             | 0              | 0   | 105            | 0              | 0   |
|  | Left-Through-Right |                | 1              |   |                | 1              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>SOUTHBOUND</b>                      | Left               | 11             | 0              | 11  | 10             | 0              | 10  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 233            | 0              | 370   | 44             | 0              | 71  |
|  | Through-Right      |                | 0              |   |                | 0              |   |
|  | Right              | 126            | 0              | 0   | 17             | 0              | 0   |
|  | Left-Through-Right |                | 1              |   |                | 1              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>EASTBOUND</b>                       | Left               | 18             | 1              | 18  | 26             | 1              | 26  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 545            | 1              | 283   | 890            | 1              | 459   |
|  | Through-Right      |                | 1              |   |                | 1              |   |
|  | Right              | 20             | 0              | 20  | 27             | 0              | 27  |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>WESTBOUND</b>                       | Left               | 77             | 1              | 77  | 51             | 1              | 51  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 1077           | 1              | 559   | 709            | 1              | 372   |
|  | Through-Right      |                | 1              |   |                | 1              |   |
|  | Right              | 41             | 0              | 41  | 35             | 0              | 35  |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 378<br><i>East-West:</i> 577<br><i>SUM:</i> 955 |                |                | <i>North-South:</i> 355<br><i>East-West:</i> 510<br><i>SUM:</i> 865 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.637   |                |                | 0.577   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.537</b>  |                |                | <b>0.477</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>A</b>  |                |                | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project with Mitigation Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                        | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|------------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                        |              |              |                         |              |              |                         |
| No. of Phases                          |                        |              |              | 3                       |              |              | 3                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                        |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                        | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                        | EB -- 3      | WB -- 0      | 0                       | EB -- 3      | WB -- 0      | 0                       |
| Override Capacity                      |                        |              |              | 2                       |              |              | 2                       |
| Override Capacity                      |                        |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                        | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↶ Left                 | 90           | 1            | 90                      | 116          | 1            | 116                     |
|  | ↶↷ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | ↷ Through              | 540          | 2            | 270                     | 1049         | 2            | 525                     |
|  | ↷↶ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↷ Right                | 165          | 1            | 115                     | 219          | 1            | 184                     |
|  | ↷↶↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶↷ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↷ Left                 | 40           | 1            | 40                      | 62           | 1            | 62                      |
|  | ↷↶ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | ↷ Through              | 1016         | 1            | 558                     | 776          | 1            | 424                     |
|  | ↷↶ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↷ Right                | 100          | 0            | 100                     | 71           | 0            | 71                      |
|  | ↷↶↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶↷ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↶ Left                 | 41           | 1            | 41                      | 59           | 1            | 59                      |
|  | ↶↷ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | ↶ Through              | 484          | 2            | 242                     | 898          | 2            | 449                     |
|  | ↶↷ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↶ Right                | 5            | 1            | 0                       | 15           | 1            | 0                       |
|  | ↶↷↶ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↶↷↶ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↷ Left                 | 101          | 1            | 101                     | 70           | 1            | 70                      |
|  | ↷↶ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | ↷ Through              | 1027         | 1            | 531                     | 668          | 1            | 388                     |
|  | ↷↶ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↷ Right                | 35           | 0            | 35                      | 108          | 0            | 108                     |
|  | ↷↶↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶↷ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                        |              |              | <i>North-South:</i> 648 |              |              | <i>North-South:</i> 587 |
|  |                        |              |              | <i>East-West:</i> 572   |              |              | <i>East-West:</i> 519   |
|  |                        |              |              | <b>SUM:</b> 1220        |              |              | <b>SUM:</b> 1106        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                        |              |              | 0.856                   |              |              | 0.776                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                        |              |              | <b>0.756</b>            |              |              | <b>0.676</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                        |              |              | <b>C</b>                |              |              | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR       |                    |  | PM PEAK HOUR       |                    |  |
|--|--------------------|--------------------|--------------------|--|--------------------|--------------------|--|
|  |                    | Volume             | No. of Lanes       | Lane Volume                                    | Volume             | No. of Lanes       | Lane Volume                                    |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>0<br>0<br>2<br>0                     |                    |                    | 2<br>0<br>0<br>0<br>2<br>0                     |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume                                    | Volume             | No. of Lanes       | Lane Volume                                    |
| <b>NORTHBOUND</b>  | Left               | 31                 | 1                  | 31   | 37                 | 1                  | 37   |
|  | Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | Through            | 80                 | 1                  | 80   | 284                | 1                  | 284  |
|  | Through-Right      |                    | 0                  |  |                    | 0                  |  |
|  | Right              | 40                 | 1                  | 0  | 44                 | 1                  | 10   |
|  | Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
| <b>SOUTHBOUND</b>  | Left               | 55                 | 1                  | 55   | 36                 | 1                  | 36   |
|  | Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | Through            | 223                | 1                  | 223  | 123                | 1                  | 123  |
|  | Through-Right      |                    | 0                  |  |                    | 0                  |  |
|  | Right              | 45                 | 1                  | 8  | 65                 | 1                  | 10   |
|  | Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
| <b>EASTBOUND</b>   | Left               | 75                 | 1                  | 75   | 110                | 1                  | 110  |
|  | Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | Through            | 512                | 2                  | 256  | 926                | 2                  | 463  |
|  | Through-Right      |                    | 0                  |  |                    | 0                  |  |
|  | Right              | 124                | 1                  | 109  | 168                | 1                  | 150  |
|  | Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
| <b>WESTBOUND</b>   | Left               | 180                | 1                  | 180  | 68                 | 1                  | 68   |
|  | Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | Through            | 1051               | 1                  | 552  | 721                | 1                  | 433  |
|  | Through-Right      |                    | 1                  |  |                    | 1                  |  |
|  | Right              | 53                 | 0                  | 53   | 145                | 0                  | 145  |
|  | Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | North-South: 254<br>East-West: 627<br>SUM: 881 |                    |                    | North-South: 320<br>East-West: 543<br>SUM: 863 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.587  |                    |                    | 0.575  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.487</b>                                   |                    |                    | <b>0.475</b>                                   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>A</b>                                       |                    |                    | <b>A</b>                                       |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Gower St

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project with Mitigation Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |  | PM PEAK HOUR   |              |   |
|--|--------------------|----------------|--------------|--|----------------|--------------|---|
|  |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume   |
| No. of Phases                          |                    |                |              | 2  |                |              | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0  |                |              | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0  | <i>NB --</i> 0 | <i>SB --</i> | 0   |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0  | <i>EB --</i> 0 | <i>WB --</i> | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2  |                |              | 2   |
| Override Capacity                      |                    |                |              | 0  |                |              | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 46             | 1            | 46   | 71             | 1            | 71  |
|  | Left-Through       |                | 0            |  |                | 0            |   |
|  | Through            | 290            | 1            | 172  | 591            | 1            | 344   |
|  | Through-Right      |                | 1            |  |                | 1            |   |
|  | Right              | 53             | 0            | 53   | 97             | 0            | 97  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>SOUTHBOUND</b>                      | Left               | 56             | 1            | 56   | 45             | 1            | 45  |
|  | Left-Through       |                | 0            |  |                | 0            |   |
|  | Through            | 423            | 1            | 423  | 372            | 1            | 372   |
|  | Through-Right      |                | 0            |  |                | 0            |   |
|  | Right              | 387            | 1            | 367  | 135            | 1            | 92  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>EASTBOUND</b>                       | Left               | 40             | 1            | 40   | 87             | 1            | 87  |
|  | Left-Through       |                | 0            |  |                | 0            |   |
|  | Through            | 536            | 1            | 284  | 897            | 1            | 478   |
|  | Through-Right      |                | 1            |  |                | 1            |   |
|  | Right              | 31             | 0            | 31   | 58             | 0            | 58  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>WESTBOUND</b>                       | Left               | 68             | 1            | 68   | 68             | 1            | 68  |
|  | Left-Through       |                | 0            |  |                | 0            |   |
|  | Through            | 1147           | 1            | 586  | 744            | 1            | 407   |
|  | Through-Right      |                | 1            |  |                | 1            |   |
|  | Right              | 24             | 0            | 24   | 70             | 0            | 70  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 469<br><i>East-West:</i> 626<br><i>SUM:</i> 1095 |                |              | <i>North-South:</i> 443<br><i>East-West:</i> 546<br><i>SUM:</i> 989 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.730  |                |              | 0.659   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.630</b>   |                |              | <b>0.559</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>   |                |              | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR       |                    |  | PM PEAK HOUR   |                    |                            |
|--|--------------------|--------------------|--------------------|--|--|--------------------|----------------------------|
|  |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |  |                    | 2<br>0<br>0<br>0<br>2<br>0 |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 0   | SB -- 0<br>WB -- 0 |                            |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 38                 | 1                  | 38   | 78   | 1                  | 78                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 133                | 0                  | 278  | 316  | 0                  | 472                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 145                | 0                  | 0  | 156  | 0                  | 0                          |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>SOUTHBOUND</b>  | Left               | 92                 | 0                  | 92   | 73   | 0                  | 73                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 303                | 0                  | 486  | 189  | 0                  | 338                        |
|  | Through-Right      |                    | 0                  |  |  | 0                  |                            |
|  | Right              | 91                 | 0                  | 0  | 76   | 0                  | 0                          |
|  | Left-Through-Right |                    | 1                  |  |  | 1                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>EASTBOUND</b>   | Left               | 22                 | 1                  | 22   | 72   | 1                  | 72                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 513                | 1                  | 289  | 952  | 1                  | 502                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 64                 | 0                  | 64   | 51   | 0                  | 51                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>WESTBOUND</b>   | Left               | 157                | 1                  | 157  | 83   | 1                  | 83                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 1052               | 1                  | 545  | 592  | 1                  | 320                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 37                 | 0                  | 37   | 48   | 0                  | 48                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <i>North-South:</i> 524<br><i>East-West:</i> 567<br><b>SUM:</b> 1091 | <i>North-South:</i> 545<br><i>East-West:</i> 585<br><b>SUM:</b> 1130 |                    |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.727  |  |                    | 0.753                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.627</b>   |  |                    | <b>0.653</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>B</b>   |  |                    | <b>B</b>                   |



## Level of Service Worksheet (Circular 212 Method)



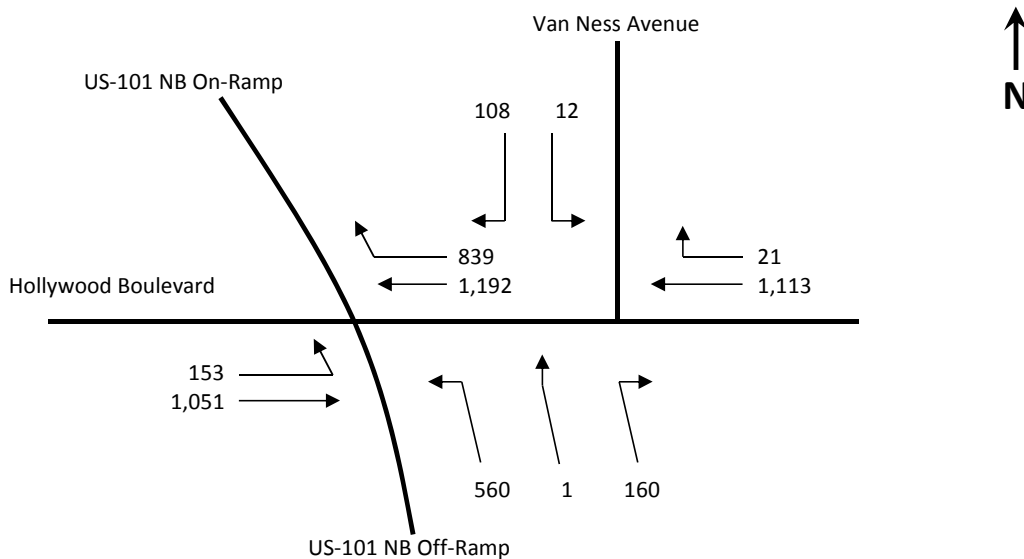
**I/S #:**  
**14**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|--------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |              |              | 3                       |              |              | 3                       |
|  |                    |              |              | 0                       |              |              | 0                       |
|  |                    | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
|  |                    | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
|  |                    |              |              | 2                       |              |              | 2                       |
|  |                    |              |              | 0                       |              |              | 0                       |
| MOVEMENT   |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>  | Left               | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>  | Left               | 499          | 1            | 323                     | 506          | 1            | 294                     |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 4            | 0            | 323                     | 13           | 0            | 294                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 142          | 0            | 0                       | 68           | 0            | 0                       |
|  | Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>   | Left               | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 475          | 2            | 238                     | 899          | 2            | 450                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 189          | 1            | 189                     | 243          | 1            | 243                     |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>   | Left               | 38           | 1            | 38                      | 21           | 1            | 21                      |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 1320         | 2            | 660                     | 975          | 2            | 488                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>  |                    |              |              | <i>North-South:</i> 323 |              |              | <i>North-South:</i> 294 |
|  |                    |              |              | <i>East-West:</i> 660   |              |              | <i>East-West:</i> 488   |
|  |                    |              |              | <b>SUM:</b> 983         |              |              | <b>SUM:</b> 782         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |              |              | 0.690                   |              |              | 0.549                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |              |              | <b>0.590</b>            |              |              | <b>0.449</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |              |              | <b>A</b>                |              |              | <b>A</b>                |

### Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

#### Existing with Project with Mitigation Conditions - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |            |           |
|----------------------------------|-------------------|---|------------|-----------|
| Eastbound Lefts:                 | 153               |   | <u>and</u> |           |
| Westbound Throughs:              | $\frac{1,192}{2}$ | = | 596        | <u>or</u> |
| Westbound Rights:                | 839               |   |            | <u>or</u> |
| Eastbound Throughs:              | $\frac{1,051}{2}$ | = | 526        |           |
| <b>Critical Volume #1 (CV1):</b> | <b>992</b>        |   |            |           |

- 2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 560        | * | 0.55 | = | 308 | <u>or</u> |
| Northbound Throughs + Rights:    | 1          | + | 160  | = | 161 |           |
| <b>Critical Volume #2 (CV2):</b> | <b>308</b> |   |      |   |     |           |

- 3) Critical volume calculation for southbound traffic on Van Ness Avenue**

|                                  |            |  |  |           |
|----------------------------------|------------|--|--|-----------|
| Southbound Lefts:                | 12         |  |  | <u>or</u> |
| Southbound Rights:               | 108        |  |  |           |
| <b>Critical Volume #3 (CV3):</b> | <b>108</b> |  |  |           |

Critical Volume:  $992 + 308 + 108 = 1,408$

Intersection V/C:  $\frac{1,408}{1,425} = 0.988$

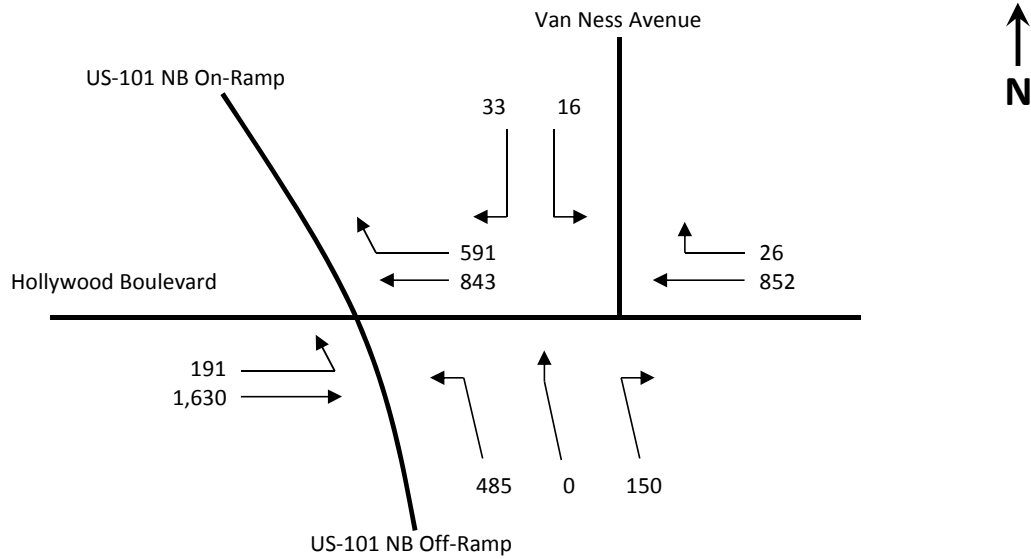
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.888**

**Intersection LOS: D**

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Existing with Project with Mitigation Conditions - PM Peak Hour



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |            |           |
|----------------------------------|-------------------|---|------------|-----------|
| Eastbound Lefts:                 | 191               |   | <u>and</u> |           |
| Westbound Throughs:              | $\frac{843}{2}$   | = | 422        | <u>or</u> |
| Westbound Rights:                | 591               |   |            | <u>or</u> |
| Eastbound Throughs:              | $\frac{1,630}{2}$ | = | 815        |           |
| <b>Critical Volume #1 (CV1):</b> | <b>815</b>        |   |            |           |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 485        | * | 0.55 | = | 267 | <u>or</u> |
| Northbound Throughs + Rights:    | 0          | + | 150  | = | 150 |           |
| <b>Critical Volume #2 (CV2):</b> | <b>267</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

|                                  |           |  |  |  |           |
|----------------------------------|-----------|--|--|--|-----------|
| Southbound Lefts:                | 16        |  |  |  | <u>or</u> |
| Southbound Rights:               | 33        |  |  |  |           |
| <b>Critical Volume #3 (CV3):</b> | <b>33</b> |  |  |  |           |

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|                                |                       |   |              |   |    |   |              |
|--------------------------------|-----------------------|---|--------------|---|----|---|--------------|
| Critical Volume:               | 815                   | + | 267          | + | 33 | = | <b>1,115</b> |
| Intersection V/C:              | $\frac{1,115}{1,425}$ | = | <b>0.782</b> |   |    |   |              |
| ATSAC/ATCS Credit:             | 0.10                  |   |              |   |    |   |              |
| <b>Final intersection V/C:</b> | <b>0.682</b>          |   |              |   |    |   |              |
| <b>Intersection LOS:</b>       |                       |   |              |   |    |   | <b>B</b>     |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Selma Ave

**Scenario:** Existing with Project with Mitigation Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 52             | 1            | 52                      | 52             | 1            | 52                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 649            | 2            | 325                     | 1133           | 2            | 567                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 95             | 1            | 55                      | 107            | 1            | 84                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 33             | 1            | 33                      | 66             | 1            | 66                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1272           | 1            | 667                     | 834            | 1            | 451                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 62             | 0            | 62                      | 67             | 0            | 67                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 27             | 1            | 27                      | 79             | 1            | 79                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 58             | 0            | 125                     | 197            | 0            | 280                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 67             | 0            | 0                       | 83             | 0            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 81             | 1            | 81                      | 47             | 1            | 47                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 97             | 0            | 240                     | 96             | 0            | 165                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 143            | 0            | 0                       | 69             | 0            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 719 |                |              | <i>North-South:</i> 633 |
|  |                    |                |              | <i>East-West:</i> 267   |                |              | <i>East-West:</i> 327   |
|  |                    |                |              | <b>SUM:</b> 986         |                |              | <b>SUM:</b> 960         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.657                   |                |              | 0.640                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.557</b>            |                |              | <b>0.540</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>A</b>                |                |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**17**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Sunset Blvd

**Scenario:** Existing with Project with Mitigation Conditions

**Count Date:** Year 2016

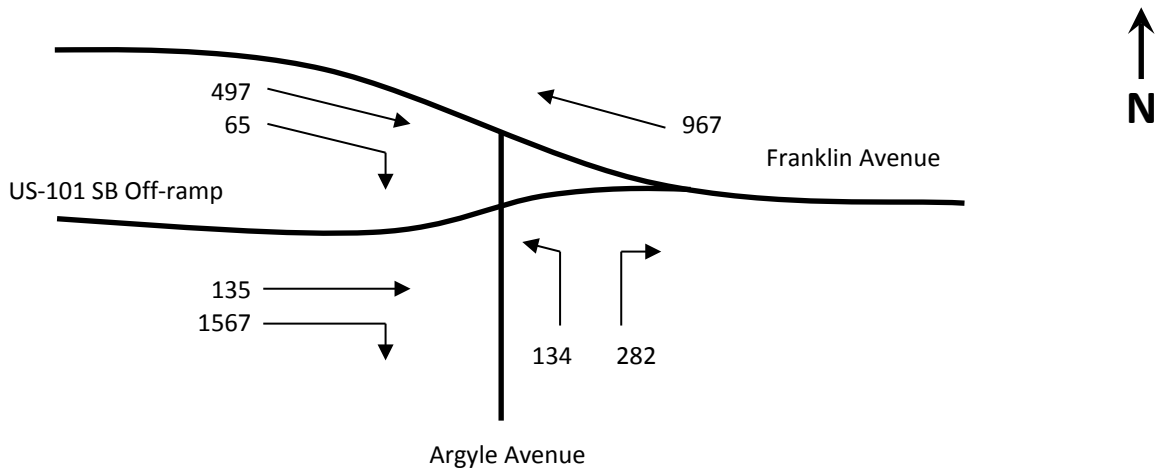
**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR       |                    |  | PM PEAK HOUR   |                    |                            |
|--|--------------------|--------------------|--------------------|--|--|--------------------|----------------------------|
|  |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 4<br>0<br>0<br>0<br>2<br>0   |  |                    | 4<br>0<br>0<br>0<br>2<br>0 |
|  |                    | NB -- 3<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 3<br>EB -- 0   | SB -- 0<br>WB -- 0 |                            |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 95                 | 1                  | 95   | 95   | 1                  | 95                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 662                | 2                  | 331  | 1109   | 2                  | 555                        |
|  | Through-Right      |                    | 0                  |  |  | 0                  |                            |
|  | Right              | 199                | 1                  | 17   | 205  | 1                  | 50                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>SOUTHBOUND</b>  | Left               | 72                 | 1                  | 72   | 123  | 1                  | 123                        |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 1168               | 1                  | 641  | 909  | 1                  | 518                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 114                | 0                  | 114  | 127  | 0                  | 127                        |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>EASTBOUND</b>   | Left               | 49                 | 1                  | 49   | 78   | 1                  | 78                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 786                | 2                  | 289  | 1219   | 2                  | 432                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 80                 | 0                  | 80   | 77   | 0                  | 77                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>WESTBOUND</b>   | Left               | 182                | 1                  | 182  | 155  | 1                  | 155                        |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 1152               | 2                  | 406  | 996  | 2                  | 368                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 65                 | 0                  | 65   | 109  | 0                  | 109                        |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <i>North-South:</i> 736<br><i>East-West:</i> 471<br><b>SUM:</b> 1207 | <i>North-South:</i> 678<br><i>East-West:</i> 587<br><b>SUM:</b> 1265 |                    |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.878  |  |                    | 0.920                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.778</b>   |  |                    | <b>0.820</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>C</b>   |  |                    | <b>D</b>                   |

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Project with Mitigation Conditions (Year 2021) - AM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through:  $\frac{967}{2} = 484$  or

Eastbound Through (Franklin):  $\frac{497}{2} = 249$  or

Eastbound Through (US-101): 135

Critical Volume #1 (CV1): **484**

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right:  $\frac{134 + 282}{2} = \frac{416}{2} = 208$  or

Northbound Right: 282 or

Eastbound Right (Franklin): 65

Critical Volume #2 (CV2): **208**

Critical Volume: 484 + 208 = **692**

Intersection V/C:  $\frac{692}{1500} = \mathbf{0.461}$

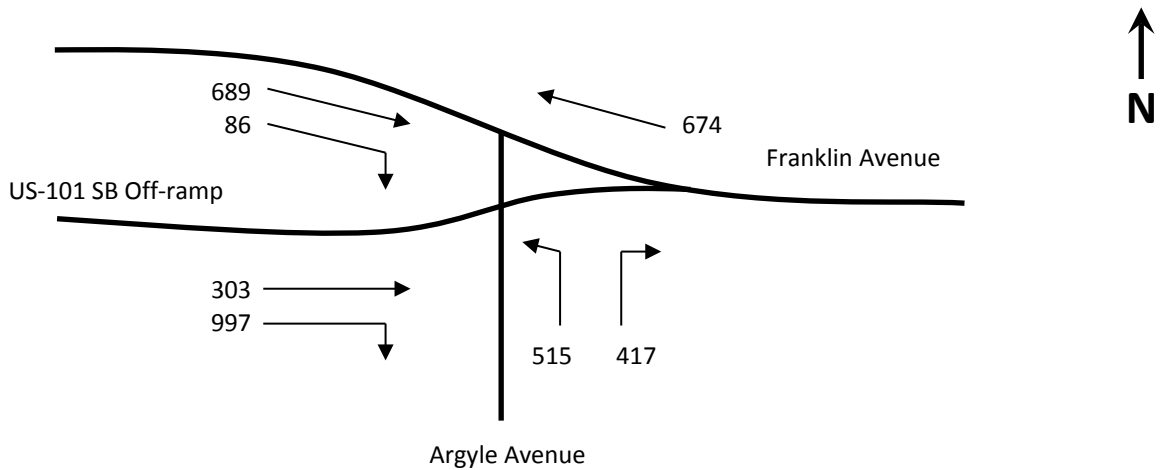
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.361**

**Intersection LOS: A**

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Project with Mitigation Conditions (Year 2021) - PM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{674}{2} = 337 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{689}{2} = 345 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 303$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{345}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{515 + 417}{2} = \frac{932}{2} = 466 \quad \text{or}$$

$$\text{Northbound Right:} \quad 417 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 86$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{466}$$

$$\text{Critical Volume:} \quad 345 + 466 = \mathbf{811}$$

$$\text{Intersection V/C:} \quad \frac{811}{1500} = \mathbf{0.541}$$

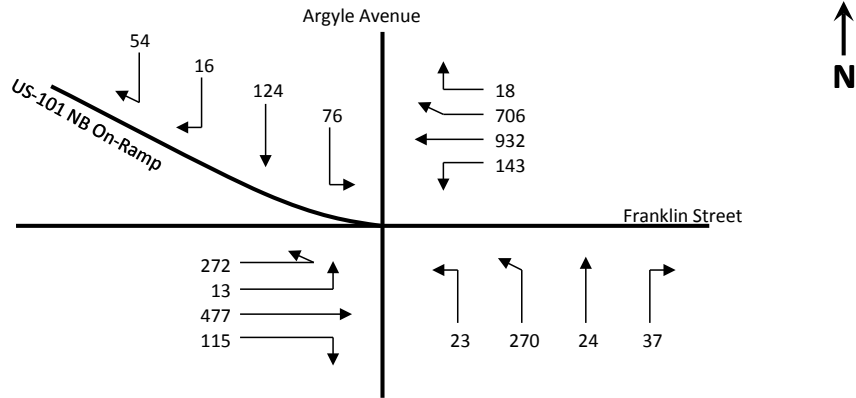
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.441}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Project with Mitigation Conditions (Year 2021) - AM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Franklin Street**

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $272 + 13 = 285$  and

Westbound Throughs + Rights:  

$$\frac{932 + 706 + 18}{2} = \frac{1656}{2} = 828$$
 or

Westbound Rights:  $706 + 18 = 724$  or

Westbound Lefts: 143 and

Eastbound Throughs:  $\frac{477}{2} = 239$  or

Eastbound Rights: 115

Critical Volume #1 (CV1): **1113**

**2) Critical volume calculation for northbound traffic on Argyle Avenue**

Northbound Lefts + Throughs:  

$$\frac{23 + 270 + 24}{2} = \frac{317}{2} = 159$$
 or

Northbound Rights:  $37 - 0.5 \cdot \text{WBL} = 0$

Critical Volume #2 (CV2): **159**

**3) Critical volume calculation for southbound traffic on Argyle Avenue**

Southbound Lefts: 76 or

Southbound Throughs + Rights:  

$$\frac{124 + 16 + 54}{2} = \frac{194}{2} = 97$$
 or

Southbound Rights:  $16 + 54 = 70$

Critical Volume #3 (CV3): **97**

Critical Volume:  $1113 + 159 + 97 = 1369$

Intersection V/C:  $\frac{1369}{1375} = 0.996$

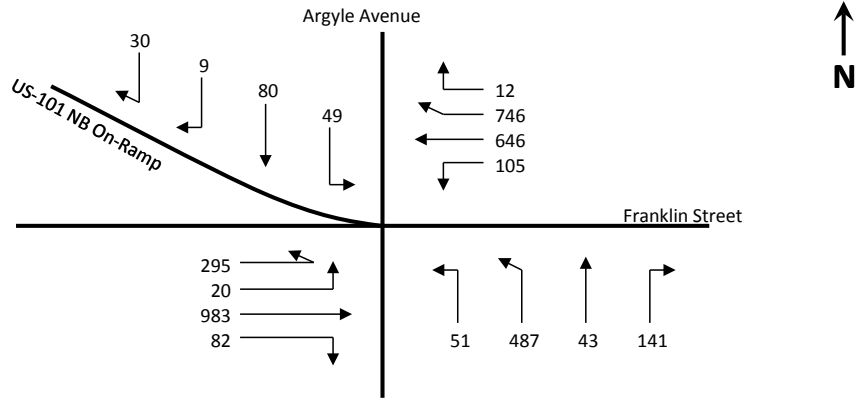
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.896**

**Intersection LOS: D**

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Project with Mitigation Conditions (Year 2021) - PM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Franklin Street**

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $295 + 20 = 315$  and

Westbound Throughs + Rights:  

$$\frac{646 + 746 + 12}{2} = \frac{1404}{2} = 702$$
 or

Westbound Rights:  $746 + 12 = 758$  or

Westbound Lefts: 105 and

Eastbound Throughs:  $\frac{983}{2} = 492$  or

Eastbound Rights: 82

Critical Volume #1 (CV1): **1073**

**2) Critical volume calculation for northbound traffic on Argyle Avenue**

Northbound Lefts + Throughs:  

$$\frac{51 + 487 + 43}{2} = \frac{581}{2} = 291$$
 or

Northbound Rights:  $141 - 0.5 \cdot \text{WBL} = 88$

Critical Volume #2 (CV2): **291**

**3) Critical volume calculation for southbound traffic on Argyle Avenue**

Southbound Lefts: 49 or

Southbound Throughs + Rights:  

$$\frac{80 + 9 + 30}{2} = \frac{119}{2} = 60$$
 or

Southbound Rights:  $9 + 30 = 39$

Critical Volume #3 (CV3): **60**

Critical Volume:  $1073 + 291 + 60 = 1424$

Intersection V/C:  $\frac{1424}{1375} = 1.036$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.936**

**Intersection LOS: E**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower Street      **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project with Mitigation Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 4<br>1<br>0<br>0<br>2<br>0   |                |                | 4<br>1<br>0<br>0<br>2<br>0   |
|  |                       | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  |
|  |                       | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 314            | 1              | 189  | 484            | 1              | 315  |
|  | ↵↔ Left-Through       |                | 1              |  |                | 1              |  |
|  | → Through             | 64             | 0              | 189  | 146            | 0              | 315  |
|  | ↗ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 295            | 1              | 88   | 490            | 1              | 369  |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 19             | 0              | 19   | 21             | 0              | 21   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 156            | 0              | 229  | 96             | 0              | 132  |
|  | ↗ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 54             | 0              | 0  | 15             | 0              | 0  |
|  | ↗↔ Left-Through-Right |                | 1              |  |                | 1              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | ↵ Left                | 9              | 1              | 9  | 16             | 1              | 16   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 539            | 1              | 301  | 1026           | 1              | 541  |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 62             | 0              | 62   | 55             | 0              | 55   |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | ↵ Left                | 207            | 1              | 207  | 121            | 1              | 121  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1332           | 1              | 669  | 992            | 1              | 506  |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 5              | 0              | 5  | 19             | 0              | 19   |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                       |                |                | <i>North-South:</i> 418<br><i>East-West:</i> 678<br><i>SUM:</i> 1096 |                |                | <i>North-South:</i> 501<br><i>East-West:</i> 662<br><i>SUM:</i> 1163 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                |                | 0.797  |                |                | 0.846  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                |                | <b>0.697</b>   |                |                | <b>0.746</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                |                | <b>B</b>   |                |                | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 101 **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project with Mitigation Conditions (Year 2021)  
**Count Date:** Year 2016 **Analyst:** GTC **Date:** Jun-16

|   |                    | AM PEAK HOUR |              |   | PM PEAK HOUR       |              |   |
|---|--------------------|--------------|--------------|---|--------------------|--------------|---|
|   |                    | Volume       | No. of Lanes | Lane Volume   | Volume             | No. of Lanes | Lane Volume   |
| <b>No. of Phases</b><br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |              |              | 3<br>0<br>3<br>0<br>2<br>0                              |                    |              | 3<br>0<br>3<br>0<br>2<br>0  |
|   |                    | <i>NB --</i> | <i>SB --</i> |   | <i>NB --</i>       | <i>SB --</i> |   |
|   |                    | 0            | 0            |   | 0                  | 0            |   |
|   |                    | <i>EB --</i> | <i>WB --</i> |   | <i>EB --</i>       | <i>WB --</i> |   |
|   |                    | 0            | 0            |   | 0                  | 0            |   |
| MOVEMENT  |                    | Volume       | No. of Lanes | Lane Volume   | Volume             | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>   | Left               | 11           | 0            | 11  | 23                 | 0            | 23  |
|   | Left-Through       |              | 0            |   |                    | 0            |   |
|   | Through            | 47           | 0            | 92  | 50                 | 0            | 99  |
|   | Through-Right      |              | 0            |   |                    | 0            |   |
|   | Right              | 34           | 0            | 0   | 26                 | 0            | 0   |
|   | Left-Through-Right |              | 1            |   |                    | 1            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>SOUTHBOUND</b>   | Left               | 183          | 0            | 183   | 223                | 0            | 223   |
|   | Left-Through       |              | 1            |   |                    | 1            |   |
|   | Through            | 0            | 0            | 183   | 1                  | 0            | 224   |
|   | Through-Right      |              | 0            |   |                    | 0            |   |
|   | Right              | 173          | 1            | 76  | 200                | 1            | 0   |
|   | Left-Through-Right |              | 0            |   |                    | 0            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>EASTBOUND</b>  | Left               | 97           | 1            | 97  | 203                | 1            | 203   |
|   | Left-Through       |              | 0            |   |                    | 0            |   |
|   | Through            | 774          | 1            | 390   | 1236               | 1            | 620   |
|   | Through-Right      |              | 1            |   |                    | 1            |   |
|   | Right              | 6            | 0            | 6   | 4                  | 0            | 4   |
|   | Left-Through-Right |              | 0            |   |                    | 0            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>WESTBOUND</b>  | Left               | 3            | 1            | 3   | 5                  | 1            | 5   |
|   | Left-Through       |              | 0            |   |                    | 0            |   |
|   | Through            | 1382         | 1            | 751   | 980                | 1            | 580   |
|   | Through-Right      |              | 1            |   |                    | 1            |   |
|   | Right              | 119          | 0            | 119   | 180                | 0            | 180   |
|   | Left-Through-Right |              | 0            |   |                    | 0            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>CRITICAL VOLUMES</b>   |                    |              |              | <i>North-South:</i><br><i>East-West:</i><br><i>SUM:</i> | 275<br>848<br>1123 |              | <i>North-South:</i><br><i>East-West:</i><br><i>SUM:</i><br>322<br>783<br>1105 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>   |                    |              |              |   | 0.788              |              | 0.775   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>  |                    |              |              |   | <b>0.688</b>       |              | <b>0.675</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>  |                    |              |              |   | <b>B</b>           |              | <b>B</b>  |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue      **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project with Mitigation Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR   |              |                            |
|--|--|--------------|--------------|--|--|--------------|----------------------------|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |  |              | 2<br>0<br>0<br>0<br>2<br>0 |
|  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 |              |              |  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0       |              |                            |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| <b>NORTHBOUND</b>  | Left   | 35           | 0            | 35   | 47   | 0            | 47                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 119          | 0            | 257  | 162  | 0            | 451                        |
|  | Through-Right  |              | 0            |  |  | 0            |                            |
|  | Right  | 103          | 0            | 0  | 242  | 0            | 0                          |
|  | Left-Through-Right   |              | 1            |  |  | 1            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>SOUTHBOUND</b>  | Left   | 85           | 0            | 85   | 99   | 0            | 99                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 180          | 0            | 364  | 132  | 0            | 332                        |
|  | Through-Right  |              | 0            |  |  | 0            |                            |
|  | Right  | 99           | 0            | 0  | 101  | 0            | 0                          |
|  | Left-Through-Right   |              | 1            |  |  | 1            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>EASTBOUND</b>   | Left   | 87           | 1            | 87   | 127  | 1            | 127                        |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 754          | 1            | 430  | 1217   | 1            | 640                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 105          | 0            | 105  | 62   | 0            | 62                         |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>WESTBOUND</b>   | Left   | 193          | 1            | 193  | 124  | 1            | 124                        |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 1231         | 1            | 643  | 980  | 1            | 515                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 55           | 0            | 55   | 50   | 0            | 50                         |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 399<br><i>East-West:</i> 730<br><b>SUM:</b> 1129 | <i>North-South:</i> 550<br><i>East-West:</i> 764<br><b>SUM:</b> 1314 |              |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.753  |  |              | 0.876                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.653</b>   |  |              | <b>0.776</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>B</b>   |  |              | <b>C</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Yucca St

**Scenario:** Future with Project with Mitigation Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|--------------------|----------------|----------------|--|----------------|----------------|--|
|  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases                          |                    |                |                | 2  |                |                | 2  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0  |                |                | 0  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0  | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0  |
|  |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 | 0  | <i>EB</i> -- 0 | <i>WB</i> -- 0 | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |                | 2  |                |                | 2  |
| Override Capacity                      |                    |                |                | 0  |                |                | 0  |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>                      | Left               | 92             | 1              | 92   | 256            | 1              | 256  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 411            | 1              | 301  | 857            | 1              | 571  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 190            | 0              | 190  | 285            | 0              | 285  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>                      | Left               | 104            | 1              | 104  | 40             | 1              | 40   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 1152           | 1              | 752  | 1007           | 1              | 526  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 351            | 0              | 351  | 44             | 0              | 44   |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>                       | Left               | 5              | 1              | 5  | 54             | 1              | 54   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 80             | 1              | 80   | 157            | 1              | 157  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 68             | 1              | 22   | 88             | 1              | 0  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>                       | Left               | 123            | 1              | 123  | 114            | 1              | 114  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 150            | 1              | 79   | 100            | 1              | 56   |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 7              | 0              | 7  | 12             | 0              | 12   |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 844<br><i>East-West:</i> 203<br><i>SUM:</i> 1047 |                |                | <i>North-South:</i> 782<br><i>East-West:</i> 271<br><i>SUM:</i> 1053 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.698  |                |                | 0.702  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.598</b>   |                |                | <b>0.602</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>A</b>   |                |                | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Yucca St  
**Scenario:** Future with Project with Mitigation Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 1 | 1                       | <i>NB --</i> 0 | <i>SB --</i> 1 | 1                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 21             | 0              | 21                      | 42             | 0              | 42                      |
|  | Left-Through       |                | 1              |                         |                | 1              |                         |
|  | Through            | 195            | 0              | 120                     | 509            | 0              | 299                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 23             | 0              | 120                     | 47             | 0              | 299                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 3              | 0              | 3                       | 9              | 0              | 9                       |
|  | Left-Through       |                | 1              |                         |                | 1              |                         |
|  | Through            | 215            | 0              | 109                     | 118            | 0              | 68                      |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 3              | 1              | 0                       | 4              | 1              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 179            | 1              | 179                     | 301            | 1              | 301                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 39             | 1              | 39                      | 101            | 1              | 101                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 132            | 1              | 132                     | 82             | 1              | 82                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 62             | 1              | 62                      | 25             | 1              | 25                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 180            | 0              | 279                     | 116            | 0              | 243                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 99             | 0              | 0                       | 127            | 0              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 130 |                |                | <i>North-South:</i> 308 |
|  |                    |                |                | <i>East-West:</i> 458   |                |                | <i>East-West:</i> 544   |
|  |                    |                |                | <b>SUM:</b> 588         |                |                | <b>SUM:</b> 852         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.392                   |                |                | 0.568                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.292</b>            |                |                | <b>0.468</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>A</b>                |                |                | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 19             | 0            | 19                      | 12             | 0            | 0                       |
|  | Left-Through       |                | 1            |                         |                | 0            |                         |
|  | Through            | 769            | 0            | 460                     | 1002           | 1            | 556                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 37             | 0            | 460                     | 109            | 0            | 109                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 35             | 0            | 35                      | 13             | 0            | 0                       |
|  | Left-Through       |                | 1            |                         |                | 0            |                         |
|  | Through            | 1381           | 0            | 933                     | 979            | 1            | 542                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 344            | 0            | 933                     | 105            | 0            | 105                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 41             | 1            | 41                      | 67             | 1            | 67                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 814            | 1            | 428                     | 1210           | 1            | 622                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 42             | 0            | 42                      | 34             | 0            | 34                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 84             | 1            | 84                      | 54             | 1            | 54                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1235           | 2            | 618                     | 1193           | 2            | 597                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 43             | 1            | 43                      | 97             | 1            | 97                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 952 |                |              | <i>North-South:</i> 556 |
|  |                    |                |              | <i>East-West:</i> 659   |                |              | <i>East-West:</i> 676   |
|  |                    |                |              | <b>SUM:</b> 1611        |                |              | <b>SUM:</b> 1232        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |              | 1.074                   |                |              | 0.821                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |              | <b>0.974</b>            |                |              | <b>0.721</b>            |
| LEVEL OF SERVICE (LOS):                |                    |                |              | <b>E</b>                |                |              | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Ivar Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project with Mitigation Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR   |              |                            |
|--|--|--------------|--------------|--|--|--------------|----------------------------|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |  |              | 2<br>0<br>0<br>0<br>2<br>0 |
|  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 |              |              |  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0       |              |                            |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| <b>NORTHBOUND</b>  | Left   | 8            | 0            | 8  | 30   | 0            | 30                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 60           | 0            | 107  | 222  | 0            | 362                        |
|  | Through-Right  |              | 0            |  |  | 0            |                            |
|  | Right  | 39           | 0            | 0  | 110  | 0            | 0                          |
|  | Left-Through-Right   |              | 1            |  |  | 1            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>SOUTHBOUND</b>  | Left   | 12           | 0            | 12   | 11   | 0            | 11                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 245          | 0            | 389  | 46   | 0            | 75                         |
|  | Through-Right  |              | 0            |  |  | 0            |                            |
|  | Right  | 132          | 0            | 0  | 18   | 0            | 0                          |
|  | Left-Through-Right   |              | 1            |  |  | 1            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>EASTBOUND</b>   | Left   | 19           | 1            | 19   | 27   | 1            | 27                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 858          | 1            | 440  | 1223   | 1            | 626                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 21           | 0            | 21   | 28   | 0            | 28                         |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>WESTBOUND</b>   | Left   | 81           | 1            | 81   | 54   | 1            | 54                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 1337         | 1            | 690  | 1184   | 1            | 611                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 43           | 0            | 43   | 37   | 0            | 37                         |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 397<br><i>East-West:</i> 709<br><b>SUM:</b> 1106 | <i>North-South:</i> 373<br><i>East-West:</i> 680<br><b>SUM:</b> 1053 |              |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.737  |  |              | 0.702                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.637</b>   |  |              | <b>0.602</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>B</b>   |  |              | <b>B</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project with Mitigation Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    |                |                |                         |                |                |                         |
| No. of Phases                          |                    |                |                | 3                       |                |                | 3                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0                       | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB</i> -- 3 | <i>WB</i> -- 0 | 0                       | <i>EB</i> -- 3 | <i>WB</i> -- 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 97             | 1              | 97                      | 133            | 1              | 133                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 633            | 2              | 317                     | 1204           | 2              | 602                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 180            | 1              | 126                     | 232            | 1              | 190                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 67             | 1              | 67                      | 112            | 1              | 112                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1133           | 1              | 625                     | 938            | 1              | 516                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 117            | 0              | 117                     | 94             | 0              | 94                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 58             | 1              | 58                      | 84             | 1              | 84                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 769            | 2              | 385                     | 1208           | 2              | 604                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 17             | 1              | 0                       | 19             | 1              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 108            | 1              | 108                     | 85             | 1              | 85                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1271           | 1              | 658                     | 1110           | 1              | 618                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 44             | 0              | 44                      | 125            | 0              | 125                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 722 |                |                | <i>North-South:</i> 714 |
|  |                    |                |                | <i>East-West:</i> 716   |                |                | <i>East-West:</i> 702   |
|  |                    |                |                | <b>SUM:</b> 1438        |                |                | <b>SUM:</b> 1416        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 1.009                   |                |                | 0.994                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | 0.909                   |                |                | 0.894                   |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | E                       |                |                | D                       |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 33             | 1            | 33                      | 39             | 1            | 39                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 98             | 1            | 98                      | 313            | 1            | 313                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 47             | 1            | 0                       | 62             | 1            | 20                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 72             | 1            | 72                      | 59             | 1            | 59                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 234            | 1            | 234                     | 129            | 1            | 129                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 65             | 1            | 12                      | 82             | 1            | 2                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 106            | 1            | 106                     | 161            | 1            | 161                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 750            | 2            | 375                     | 1333           | 2            | 667                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 130            | 1            | 114                     | 177            | 1            | 158                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 202            | 1            | 202                     | 84             | 1            | 84                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1353           | 1            | 723                     | 1095           | 1            | 646                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 92             | 0            | 92                      | 197            | 0            | 197                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 267 |                |              | <i>North-South:</i> 372 |
|  |                    |                |              | <i>East-West:</i> 829   |                |              | <i>East-West:</i> 807   |
|  |                    |                |              | <b>SUM:</b> 1096        |                |              | <b>SUM:</b> 1179        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.731                   |                |              | 0.786                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.631</b>            |                |              | <b>0.686</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>                |                |              | <b>B</b>                |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Gower St

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project with Mitigation Conditions (Year 2021)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 57             | 1              | 57                      | 87             | 1              | 87                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 346            | 1              | 221                     | 678            | 1              | 420                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 96             | 0              | 96                      | 161            | 0              | 161                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 64             | 1              | 64                      | 49             | 1              | 49                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 492            | 1              | 492                     | 438            | 1              | 438                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 412            | 1              | 390                     | 154            | 1              | 107                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 44             | 1              | 44                      | 94             | 1              | 94                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 785            | 1              | 412                     | 1291           | 1              | 685                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 38             | 0              | 38                      | 78             | 0              | 78                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 110            | 1              | 110                     | 111            | 1              | 111                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1458           | 1              | 742                     | 1136           | 1              | 607                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 26             | 0              | 26                      | 78             | 0              | 78                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 549 |                |                | <i>North-South:</i> 525 |
|  |                    |                |                | <i>East-West:</i> 786   |                |                | <i>East-West:</i> 796   |
|  |                    |                |                | <b>SUM:</b> 1335        |                |                | <b>SUM:</b> 1321        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.890                   |                |                | 0.881                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.790</b>            |                |                | <b>0.781</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>C</b>                |                |                | <b>C</b>                |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR |              |  |
|--|--|--------------|--------------|--|--------------|--------------|--|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume       | No. of Lanes | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |              |              | 2<br>0<br>0<br>0<br>2<br>0   |
|  | <i>NB --</i> 0 <i>SB --</i> 0 <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 <i>EB --</i> 0 <i>WB --</i> 0 |              |              |  |              |              |  |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume       | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>  | Left   | 42           | 1            | 42   | 95           | 1            | 95   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 142          | 1            | 142  | 343          | 1            | 343  |
|  | Through-Right  |              | 0            |  |              | 0            |  |
|  | Right  | 178          | 1            | 60   | 234          | 1            | 176  |
|  | Left-Through-Right   |              | 0            |  |              | 0            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>SOUTHBOUND</b>  | Left   | 105          | 1            | 105  | 81           | 1            | 81   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 330          | 0            | 426  | 203          | 0            | 283  |
|  | Through-Right  |              | 1            |  |              | 1            |  |
|  | Right  | 96           | 0            | 0  | 80           | 0            | 0  |
|  | Left-Through-Right   |              | 0            |  |              | 0            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>EASTBOUND</b>   | Left   | 23           | 1            | 23   | 76           | 1            | 76   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 792          | 1            | 436  | 1404         | 1            | 731  |
|  | Through-Right  |              | 1            |  |              | 1            |  |
|  | Right  | 80           | 0            | 80   | 58           | 0            | 58   |
|  | Left-Through-Right   |              | 0            |  |              | 0            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>WESTBOUND</b>   | Left   | 237          | 1            | 237  | 117          | 1            | 117  |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 1395         | 1            | 718  | 1007         | 1            | 533  |
|  | Through-Right  |              | 1            |  |              | 1            |  |
|  | Right  | 41           | 0            | 41   | 58           | 0            | 58   |
|  | Left-Through-Right   |              | 0            |  |              | 0            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 468<br><i>East-West:</i> 741<br><i>SUM:</i> 1209 |              |              | <i>North-South:</i> 424<br><i>East-West:</i> 848<br><i>SUM:</i> 1272 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.806  |              |              | 0.848  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.706</b>   |              |              | <b>0.748</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>C</b>   |              |              | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



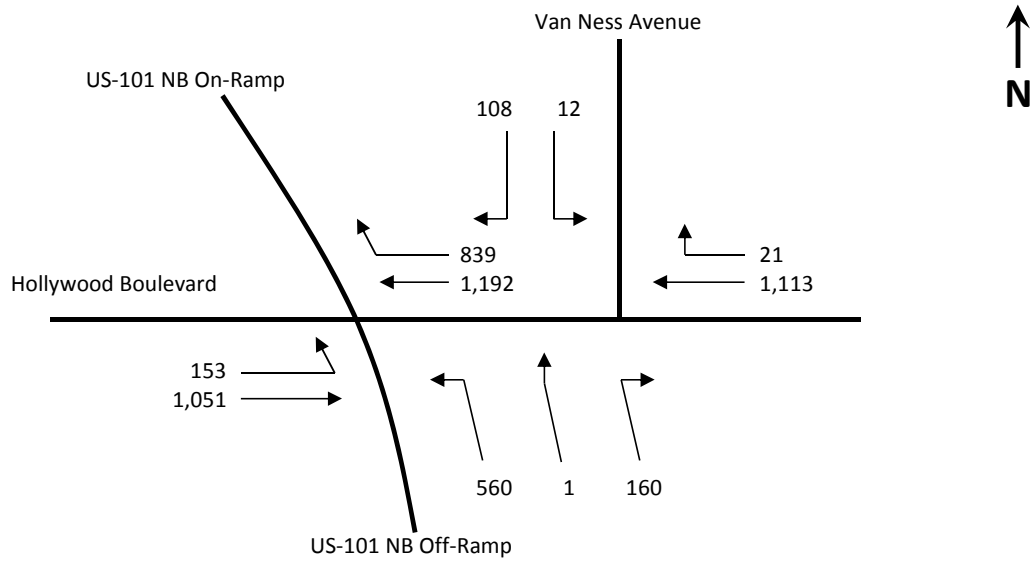
**I/S #:**  
**14**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|--------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |              |              | 3                       |              |              | 3                       |
|  |                    |              |              | 0                       |              |              | 0                       |
|  |                    | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
|  |                    | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
|  |                    |              |              | 2                       |              |              | 2                       |
|  |                    |              |              | 0                       |              |              | 0                       |
| MOVEMENT   |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>  | Left               | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>  | Left               | 544          | 1            | 401                     | 575          | 1            | 361                     |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 4            | 0            | 401                     | 14           | 0            | 361                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 253          | 0            | 0                       | 132          | 0            | 0                       |
|  | Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>   | Left               | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 638          | 2            | 319                     | 1195         | 2            | 598                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 347          | 1            | 347                     | 483          | 1            | 483                     |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>   | Left               | 76           | 1            | 76                      | 63           | 1            | 63                      |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 1647         | 2            | 824                     | 1387         | 2            | 694                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>  |                    |              |              | <i>North-South:</i> 401 |              |              | <i>North-South:</i> 361 |
|  |                    |              |              | <i>East-West:</i> 824   |              |              | <i>East-West:</i> 694   |
|  |                    |              |              | <b>SUM:</b> 1225        |              |              | <b>SUM:</b> 1055        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |              |              | 0.860                   |              |              | 0.740                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |              |              | <b>0.760</b>            |              |              | <b>0.640</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |              |              | <b>C</b>                |              |              | <b>B</b>                |

**Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard**

**Future with Project with Mitigation Conditions (Year 2021) - AM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                           |                   |   |     |            |
|---------------------------|-------------------|---|-----|------------|
| Eastbound Lefts:          | 153               |   |     | <u>and</u> |
| Westbound Throughs:       | $\frac{1,192}{2}$ | = | 596 | <u>or</u>  |
| Westbound Rights:         | 839               |   |     | <u>or</u>  |
| Eastbound Throughs:       | $\frac{1,051}{2}$ | = | 526 |            |
| Critical Volume #1 (CV1): | <b>992</b>        |   |     |            |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                               |            |   |      |   |     |           |
|-------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:             | 560        | * | 0.55 | = | 308 | <u>or</u> |
| Northbound Throughs + Rights: | 1          | + | 160  | = | 161 |           |
| Critical Volume #2 (CV2):     | <b>308</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

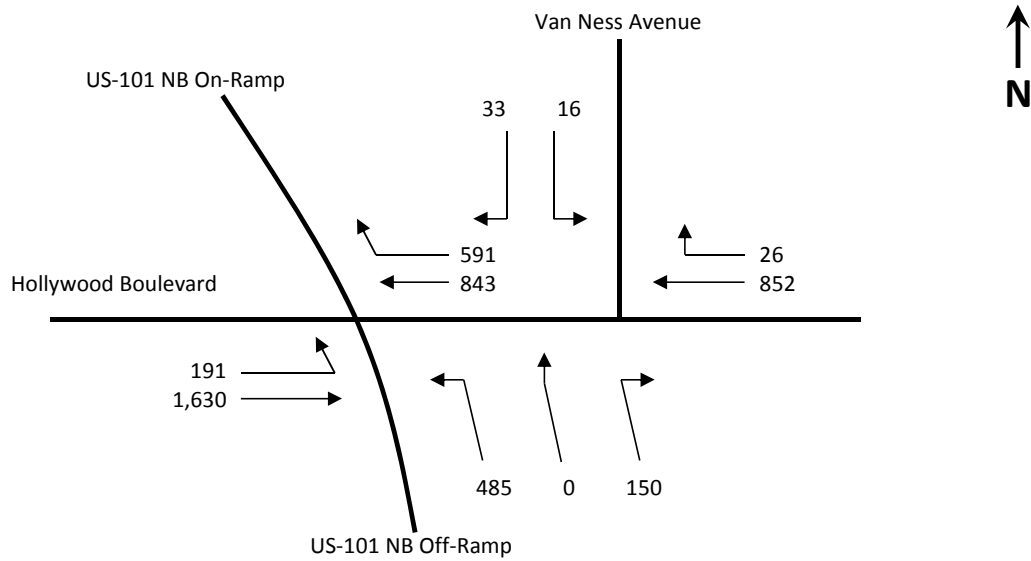
|                           |            |  |  |           |
|---------------------------|------------|--|--|-----------|
| Southbound Lefts:         | 12         |  |  | <u>or</u> |
| Southbound Rights:        | 108        |  |  |           |
| Critical Volume #3 (CV3): | <b>108</b> |  |  |           |

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|                                |                       |   |              |   |                          |   |              |
|--------------------------------|-----------------------|---|--------------|---|--------------------------|---|--------------|
| Critical Volume:               | 992                   | + | 308          | + | 108                      | = | <b>1,408</b> |
| Intersection V/C:              | $\frac{1,408}{1,425}$ | = | <b>0.988</b> |   |                          |   |              |
| ATSAC/ATCS Credit:             | 0.10                  |   |              |   |                          |   |              |
| <b>Final intersection V/C:</b> | <b>0.888</b>          |   |              |   | <b>Intersection LOS:</b> |   | <b>D</b>     |

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Future with Project with Mitigation Conditions (Year 2021) - PM Peak Hour



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |            |           |
|----------------------------------|-------------------|---|------------|-----------|
| Eastbound Lefts:                 | 191               |   | <u>and</u> |           |
| Westbound Throughs:              | $\frac{843}{2}$   | = | 422        | <u>or</u> |
| Westbound Rights:                | 591               |   |            | <u>or</u> |
| Eastbound Throughs:              | $\frac{1,630}{2}$ | = | 815        |           |
| <b>Critical Volume #1 (CV1):</b> | <b>815</b>        |   |            |           |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 485        | * | 0.55 | = | 267 | <u>or</u> |
| Northbound Throughs + Rights:    | 0          | + | 150  | = | 150 |           |
| <b>Critical Volume #2 (CV2):</b> | <b>267</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

|                                  |           |  |  |  |           |
|----------------------------------|-----------|--|--|--|-----------|
| Southbound Lefts:                | 16        |  |  |  | <u>or</u> |
| Southbound Rights:               | 33        |  |  |  |           |
| <b>Critical Volume #3 (CV3):</b> | <b>33</b> |  |  |  |           |

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|                                |                       |   |              |   |                          |   |              |
|--------------------------------|-----------------------|---|--------------|---|--------------------------|---|--------------|
| Critical Volume:               | 815                   | + | 267          | + | 33                       | = | <b>1,115</b> |
| Intersection V/C:              | $\frac{1,115}{1,425}$ | = | <b>0.782</b> |   |                          |   |              |
| ATSAC/ATCS Credit:             | 0.10                  |   |              |   |                          |   |              |
| <b>Final intersection V/C:</b> | <b>0.682</b>          |   |              |   | <b>Intersection LOS:</b> |   | <b>B</b>     |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St      **East-West Street:** Selma Ave  
**Scenario:** Future with Project with Mitigation Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 55             | 1            | 55                      | 55             | 1            | 55                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 810            | 2            | 405                     | 1311           | 2            | 656                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 101            | 1            | 57                      | 116            | 1            | 90                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 35             | 1            | 35                      | 69             | 1            | 69                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1416           | 1            | 742                     | 1057           | 1            | 569                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 67             | 0            | 67                      | 81             | 0            | 81                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 40             | 1            | 40                      | 86             | 1            | 86                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 62             | 0            | 132                     | 209            | 0            | 296                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 70             | 0            | 0                       | 87             | 0            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 88             | 1            | 88                      | 53             | 1            | 53                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 104            | 0            | 254                     | 103            | 0            | 176                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 150            | 0            | 0                       | 73             | 0            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 797 |                |              | <i>North-South:</i> 725 |
|  |                    |                |              | <i>East-West:</i> 294   |                |              | <i>East-West:</i> 349   |
|  |                    |                |              | <b>SUM:</b> 1091        |                |              | <b>SUM:</b> 1074        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.727                   |                |              | 0.716                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.627</b>            |                |              | <b>0.616</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>                |                |              | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**17**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2021)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|   |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|---|--------------------|----------------|----------------|--|----------------|----------------|--|
|   |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>No. of Phases</b><br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 4<br>0<br>0<br>0<br>2<br>0   |                |                | 4<br>0<br>0<br>0<br>2<br>0   |
|   |                    | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  |
|   |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>   | Left               | 103            | 1              | 103  | 116            | 1              | 116  |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 755            | 2              | 378  | 1235           | 2              | 618  |
|   | Through-Right      |                | 0              |  |                | 0              |  |
|   | Right              | 247            | 1              | 8  | 285            | 1              | 54   |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>   | Left               | 119            | 1              | 119  | 219            | 1              | 219  |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 1258           | 1              | 694  | 1034           | 1              | 592  |
|   | Through-Right      |                | 1              |  |                | 1              |  |
|   | Right              | 129            | 0              | 129  | 149            | 0              | 149  |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>  | Left               | 62             | 1              | 62   | 99             | 1              | 99   |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 1067           | 2              | 385  | 1557           | 2              | 551  |
|   | Through-Right      |                | 1              |  |                | 1              |  |
|   | Right              | 89             | 0              | 89   | 97             | 0              | 97   |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>  | Left               | 239            | 1              | 239  | 231            | 1              | 231  |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 1412           | 2              | 513  | 1384           | 2              | 512  |
|   | Through-Right      |                | 1              |  |                | 1              |  |
|   | Right              | 127            | 0              | 127  | 152            | 0              | 152  |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>   |                    |                |                | <i>North-South:</i> 797<br><i>East-West:</i> 624<br><i>SUM:</i> 1421 |                |                | <i>North-South:</i> 837<br><i>East-West:</i> 782<br><i>SUM:</i> 1619 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>   |                    |                |                | 1.033  |                |                | 1.177  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>  |                    |                |                | <b>0.933</b>   |                |                | <b>1.077</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>  |                    |                |                | <b>E</b>   |                |                | <b>F</b>   |

***Appendix E***

***Signal Warrant Analysis***

DATE 06/22/16      PREPARER GTC      REVIEWER \_\_\_\_\_

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off Ramp/Yucca Street

|                         |   |     |    |             |   |           |
|-------------------------|---|-----|----|-------------|---|-----------|
| Critical Approach Speed | } | MPH | or | Speed Limit | } | MPH<br>30 |
|-------------------------|---|-----|----|-------------|---|-----------|

Speed limit or critical speed on major street traffic > 40 mph.....  or  } RURAL (R)       URBAN (U)

In built up area of isolated community of < 10,000 population.....

# Eight-Hour Vehicular Volume



|           |                                     |
|-----------|-------------------------------------|
| N/A       | <input checked="" type="checkbox"/> |
| SATISFIED | YES <input type="checkbox"/>        |
|           | NO <input type="checkbox"/>         |

★ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ★

- a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
- b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
- c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
- d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
- e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
- f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
- g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.



Peak Hour

WARRANT

3

N/A

SATISFIED YES

NO

\* The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal \*

- a. Part A or Part B must be satisfied.
- b. In applying each condition, the major street and minor street volumes shall be for the same hours.
- c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
- d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
- e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
- f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

**PART A**

*All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)*

| SATISFIED                | YES                                 | NO                                  |
|--------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

|   | YES                      | NO                       | N/A                      |
|---|--------------------------|--------------------------|--------------------------|
| 1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**PART B**

| SATISFIED                           | YES                                 | NO                       |
|-------------------------------------|-------------------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

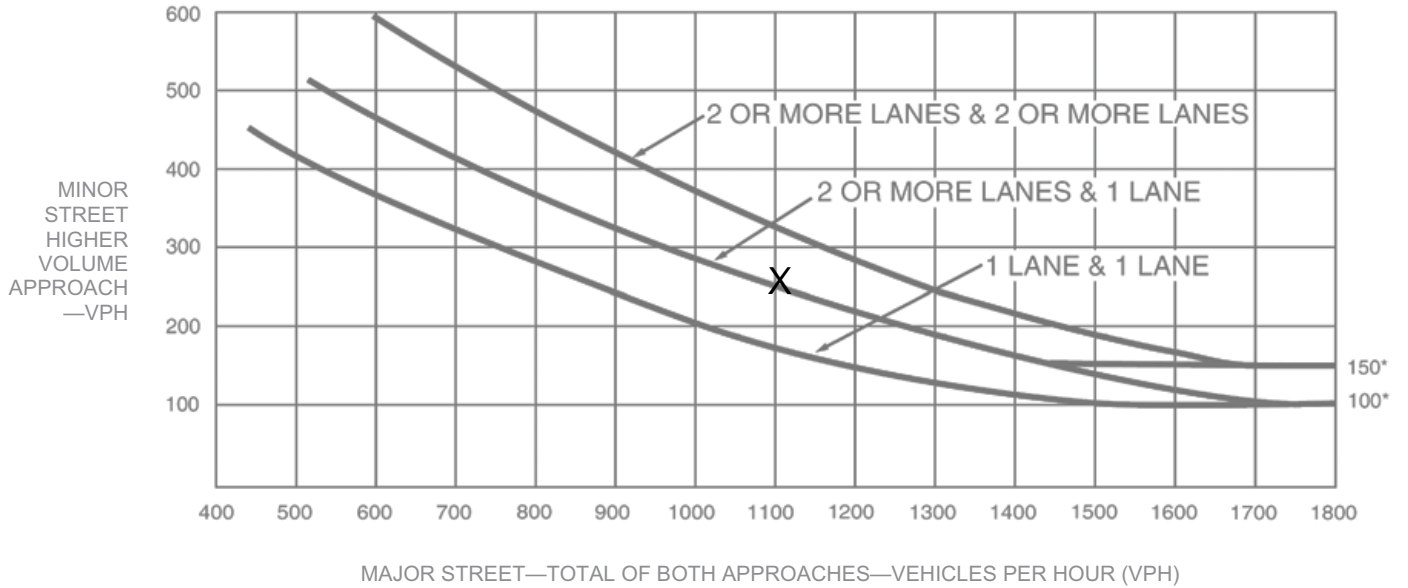
| APPROACH LANES                 | Hour |           |       |
|--------------------------------|------|-----------|-------|
|                                | One  | 2 or More |       |
| Both Approaches - Major Street | X    | X         | 1,123 |
| Higher Approach - Minor Street | X    |           | 248   |

|  | YES                                 | NO                       |
|--|-------------------------------------|--------------------------|
| The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)             | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

# Peak Hour (continued)

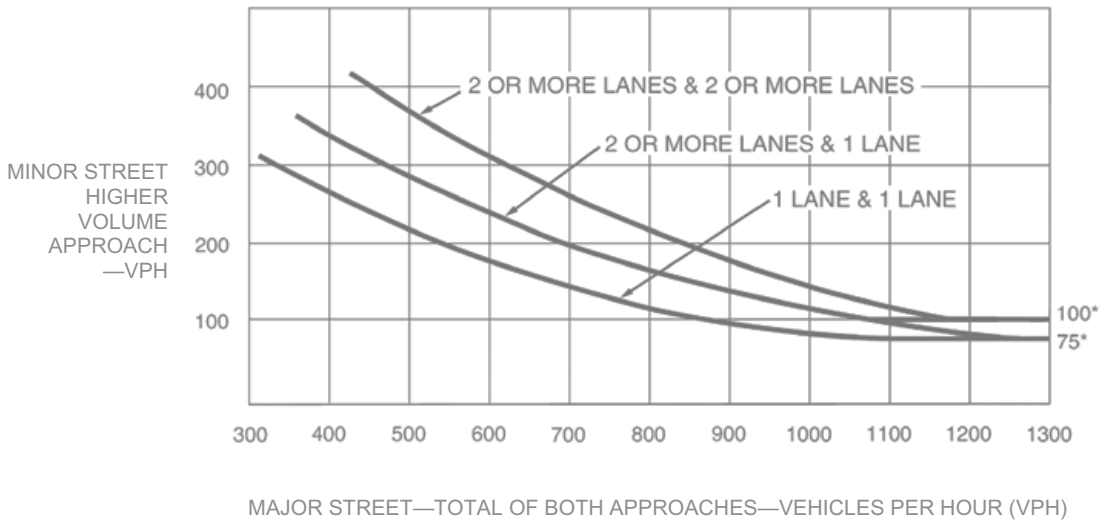
★ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ★

**URBAN**  
Figure 4C-3. Warrant 3, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.

**RURAL**  
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)  
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.

***Appendix F***  
***Caltrans Analysis***

**TABLE F-1  
ANALYZED CALTRANS FACILITIES**

| ID  | Location   |
|---|--|
| <b><i>Freeway Mainline Segments</i></b>               |  |
| FS-1.   | US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue                   |
| FS-2.   | US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard                  |
| FS-3.   | US 101 between Hollywood Boulevard & Sunset Boulevard                            |
| <b><i>Signalized Freeway Ramp Intersections</i></b>   |  |
| S-1.  | Vine St & Franklin Ave / US 101 Southbound Off-Ramp (Intersection #1)            |
| S-2.  | Argyle Ave / US 101 Northbound On-Ramp & Franklin Ave (Intersection #2)          |
| S-3.  | Beachwood Drive / US 101 Northbound Off-Ramp & Franklin Avenue (Intersection #4) |
| S-4.  | US 101 Southbound Ramps & Hollywood Blvd (Intersection #14)                      |
| S-5.  | US 101 Northbound Off-Ramp & Hollywood Blvd (Intersection #15)                   |
| <b><i>Unsignalized Freeway Ramp Intersections</i></b> |  |
| U-1.  | Argyle Ave & US 101 Southbound On-Ramp (Intersection #18)                        |
| U-2.  | Gower Street & US 101 Northbound Off-Ramp (Intersection #19)                     |
| U-3.  | Gower Street & US 101 Southbound Off-Ramp/Yucca Street (Intersection #20)        |
| <b><i>Off-Ramp Queues</i></b>                         |  |
| Q-1.  | Vine St & Franklin Ave / US 101 Southbound Off-Ramp (Intersection #1)            |
| Q-2.  | US 101 Northbound Off-Ramp & Hollywood Blvd (Intersection #15)                   |
| Q-3.  | Gower Street & US 101 Northbound Off-Ramp (Intersection #19)                     |

**TABLE F-2  
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS - DENSITY**

| Level of Service | Description   | Density [a]          |
|------------------|---|----------------------|
| A                | Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.  | $\leq 11$            |
| B                | Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.   | $> 11$ and $\leq 18$ |
| C                | Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. | $> 18$ and $\leq 26$ |
| D                | Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.     | $> 26$ and $\leq 35$ |
| E                | Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.         | $> 35$ and $\leq 45$ |
| F                | Represents a breakdown in flow and oversaturated conditions.  | $> 45$               |

Notes

Source: *2010 Highway Capacity Manual* (Transportation Research Board, 2010) and Caltrans.

[a] Density is defined in vehicles per mile per lane and describes the proximity to other vehicles and is related to the freedom to maneuver within the traffic stream (*2010 Highway Capacity Manual*, Transportation Research Board, 2010).

**TABLE F-3  
FREEWAY MAINLINE SEGMENT TRAFFIC VOLUMES**

| No   | Freeway Mainline Segment  | Peak Hour    | Direction | Vehicles per Hour (VPH)    |                                     |   |  |   |  |
|------|---|--------------|-----------|----------------------------|-------------------------------------|---|--|---|--|
|      |   |              |           | Existing Conditions<br>[a] | Existing with Project<br>Conditions | Future without<br>Project Conditions<br>(Year 2021) | Future with Project<br>Conditions<br>(Year 2021) | Future without<br>Project Conditions<br>(Year 2035) | Future with Project<br>Conditions<br>(Year 2035) |
| FS-1 | US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue  | AM Peak Hour | NB        | 5,808                      | 5,814                               | 6,860   | 6,866  | 8,063   | 8,069  |
|      |   |              | SB        | 10,338                     | 10,347                              | 11,486  | 11,495   | 13,367  | 13,376   |
|      |   | PM Peak Hour | NB        | 4,815                      | 4,821                               | 6,105   | 6,111  | 7,108   | 7,114  |
|      |   |              | SB        | 10,228                     | 10,233                              | 11,652  | 11,657   | 13,592  | 13,597   |
| FS-2 | US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard | AM Peak Hour | NB        | 5,416                      | 5,422                               | 6,195   | 6,201  | 7,299   | 7,305  |
|      |   |              | SB        | 9,642                      | 9,646                               | 10,782  | 10,786   | 12,470  | 12,474   |
|      |   | PM Peak Hour | NB        | 4,491                      | 4,495                               | 5,487   | 5,491  | 6,355   | 6,359  |
|      |   |              | SB        | 9,539                      | 9,543                               | 10,875  | 10,879   | 12,662  | 12,666   |
| FS-3 | US 101 between Hollywood Boulevard & Sunset Boulevard           | AM Peak Hour | NB        | 5,064                      | 5,073                               | 6,596   | 6,605  | 7,665   | 7,674  |
|      |   |              | SB        | 9,222                      | 9,228                               | 10,328  | 10,334   | 11,950  | 11,956   |
|      |   | PM Peak Hour | NB        | 4,227                      | 4,232                               | 6,096   | 6,101  | 6,945   | 6,950  |
|      |   |              | SB        | 9,170                      | 9,176                               | 10,668  | 10,674   | 12,397  | 12,403   |

Notes

[a] Traffic volume data from recent Caltrans published volume data (2014 Traffic Volumes on the California State Highways, Caltrans, 2015).

**TABLE F-4  
EXISTING OPERATING CONDITIONS  
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION**

| ID    | Freeway Segment   | Peak Hour | Direction | Existing Conditions |                |     | Existing with Project Conditions |                |     |
|-------|---|-----------|-----------|---------------------|----------------|-----|----------------------------------|----------------|-----|
|       |   |           |           | Speed [a][b]        | Density [b][c] | LOS | Speed [a][b]                     | Density [b][c] | LOS |
| FS-1. | US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue  | AM        | NB        | 55                  | 29             | D   | 55                               | 29             | D   |
|       |   |           | SB        | 30                  | 94             | F   | 30                               | 94             | F   |
|       |   | PM        | NB        | 55                  | 24             | C   | 55                               | 24             | C   |
|       |   |           | SB        | 31                  | 88             | F   | 31                               | 88             | F   |
| FS-2. | US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard | AM        | NB        | 55                  | 27             | D   | 55                               | 27             | D   |
|       |   |           | SB        | 39                  | 68             | F   | 38                               | 68             | F   |
|       |   | PM        | NB        | 55                  | 22             | C   | 55                               | 22             | C   |
|       |   |           | SB        | 40                  | 65             | F   | 40                               | 65             | F   |
| FS-3. | US 101 between Hollywood Boulevard & Sunset Boulevard           | AM        | NB        | 55                  | 25             | C   | 55                               | 25             | C   |
|       |   |           | SB        | 43                  | 59             | F   | 43                               | 59             | F   |
|       |   | PM        | NB        | 55                  | 21             | C   | 55                               | 21             | C   |
|       |   |           | SB        | 43                  | 58             | F   | 43                               | 58             | F   |

**Notes**

OVERFLOW: Traffic demand exceeds the available capacity of the freeway mainline segment .

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 55 mph. Free-flow speed, as defined in HCM 2010, is the theoretical speed when the density and flow rate of the freeway mainline segment are both zero.

**TABLE F-5  
FUTURE OPERATING CONDITIONS (YEAR 2021)  
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION**

| ID    | Freeway Segment   | Peak Hour | Direction | Future without Project Conditions |                |     | Future with Project Conditions |                |     |
|-------|---|-----------|-----------|-----------------------------------|----------------|-----|--------------------------------|----------------|-----|
|       |   |           |           | Speed [a][b]                      | Density [b][c] | LOS | Speed [a][b]                   | Density [b][c] | LOS |
| FS-1. | US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue  | AM        | NB        | 55                                | 34             | D   | 55                             | 34             | D   |
|       |   |           | SB        | 12                                | OVERFLOW       | F   | 12                             | OVERFLOW       | F   |
|       |   | PM        | NB        | 55                                | 30             | D   | 55                             | 30             | D   |
|       |   |           | SB        | 9                                 | OVERFLOW       | F   | 9                              | OVERFLOW       | F   |
| FS-2. | US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard | AM        | NB        | 55                                | 31             | D   | 55                             | 31             | D   |
|       |   |           | SB        | 24                                | 124            | F   | 24                             | 124            | F   |
|       |   | PM        | NB        | 55                                | 27             | D   | 55                             | 27             | D   |
|       |   |           | SB        | 22                                | 132            | F   | 22                             | 133            | F   |
| FS-3. | US 101 between Hollywood Boulevard & Sunset Boulevard           | AM        | NB        | 55                                | 33             | D   | 55                             | 33             | D   |
|       |   |           | SB        | 30                                | 93             | F   | 30                             | 93             | F   |
|       |   | PM        | NB        | 55                                | 30             | D   | 55                             | 30             | D   |
|       |   |           | SB        | 25                                | 114            | F   | 25                             | 115            | F   |

**Notes**

OVERFLOW: Traffic demand exceeds the available capacity of the freeway mainline segment .

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 55 mph. Free-flow speed, as defined in HCM 2010, is the theoretical speed when the density and flow rate of the freeway mainline segment are both zero.



**TABLE F-6  
FUTURE OPERATING CONDITIONS (YEAR 2035)  
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION**

| ID    | Freeway Segment   | Peak Hour | Direction | Future without Project Conditions |                |     | Future with Project Conditions |                |     |
|-------|---|-----------|-----------|-----------------------------------|----------------|-----|--------------------------------|----------------|-----|
|       |   |           |           | Speed [a][b]                      | Density [b][c] | LOS | Speed [a][b]                   | Density [b][c] | LOS |
| FS-1. | US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue  | AM        | NB        | 51                                | 43             | E   | 51                             | 43             | E   |
|       |   |           | SB        | OVERFLOW                          | OVERFLOW       | F   | OVERFLOW                       | OVERFLOW       | F   |
|       |   | PM        | NB        | 55                                | 35             | E   | 55                             | 35             | E   |
|       |   |           | SB        | OVERFLOW                          | OVERFLOW       | F   | OVERFLOW                       | OVERFLOW       | F   |
| FS-2. | US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard | AM        | NB        | 54                                | 37             | E   | 54                             | 37             | E   |
|       |   |           | SB        | OVERFLOW                          | OVERFLOW       | F   | OVERFLOW                       | OVERFLOW       | F   |
|       |   | PM        | NB        | 55                                | 31             | D   | 55                             | 31             | D   |
|       |   |           | SB        | OVERFLOW                          | OVERFLOW       | F   | OVERFLOW                       | OVERFLOW       | F   |
| FS-3. | US 101 between Hollywood Boulevard & Sunset Boulevard           | AM        | NB        | 53                                | 39             | E   | 53                             | 39             | E   |
|       |   |           | SB        | 4                                 | OVERFLOW       | F   | 3                              | OVERFLOW       | F   |
|       |   | PM        | NB        | 55                                | 34             | D   | 55                             | 34             | D   |
|       |   |           | SB        | OVERFLOW                          | OVERFLOW       | F   | OVERFLOW                       | OVERFLOW       | F   |

**Notes**

OVERFLOW: Traffic demand exceeds the available capacity of the freeway mainline segment .

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 55 mph. Free-flow speed, as defined in HCM 2010, is the theoretical speed when the density and flow rate of the freeway mainline segment are both zero.

**TABLE F-7  
PROPORTION OF PROJECTED FUTURE TRAFFIC  
FUTURE YEAR 2035 CONDITIONS**

| No   | Freeway Mainline Segment  | Peak Hour    | Direction | Vehicles per Hour (VPH) |                  |                |         |              | Proportion of Project-Related Traffic |
|------|---|--------------|-----------|-------------------------|------------------|----------------|---------|--------------|---------------------------------------|
|      |   |              |           | Existing                | Related Projects | Ambient Growth | Project | Total Growth |                                       |
| FS-1 | US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue  | AM Peak Hour | NB        | 5,808                   | 1,046            | 1,209          | 6       | 2,261        | 0.30%                                 |
|      |   |              | SB        | 10,338                  | 878              | 2,151          | 9       | 3,038        | 0.30%                                 |
|      |   | PM Peak Hour | NB        | 4,815                   | 1,291            | 1,002          | 6       | 2,299        | 0.30%                                 |
|      |   |              | SB        | 10,228                  | 1,236            | 2,128          | 5       | 3,369        | 0.10%                                 |
| FS-2 | US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard | AM Peak Hour | NB        | 5,416                   | 756              | 1,127          | 6       | 1,889        | 0.30%                                 |
|      |   |              | SB        | 9,642                   | 821              | 2,007          | 4       | 2,832        | 0.10%                                 |
|      |   | PM Peak Hour | NB        | 4,491                   | 929              | 935            | 4       | 1,868        | 0.20%                                 |
|      |   |              | SB        | 9,539                   | 1,138            | 1,985          | 4       | 3,127        | 0.10%                                 |
| FS-3 | US 101 between Hollywood Boulevard & Sunset Boulevard           | AM Peak Hour | NB        | 5,064                   | 1,547            | 1,054          | 9       | 2,610        | 0.30%                                 |
|      |   |              | SB        | 9,222                   | 809              | 1,919          | 6       | 2,734        | 0.20%                                 |
|      |   | PM Peak Hour | NB        | 4,227                   | 1,838            | 880            | 5       | 2,723        | 0.20%                                 |
|      |   |              | SB        | 9,170                   | 1,319            | 1,908          | 6       | 3,233        | 0.20%                                 |

**TABLE F-8  
CALTRANS INTERSECTION LEVEL OF SERVICE DEFINITIONS**

| Level of Service | Description   | Delay [a]                |                            |
|------------------|---|--------------------------|----------------------------|
|                  |   | Signalized Intersections | Unsignalized Intersections |
| A                | EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.  | ≤ 10                     | 0.0 - 10.0                 |
| B                | VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.  | > 10 and ≤ 20            | 10.1 - 15.0                |
| C                | GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.   | > 20 and ≤ 35            | 15.1 - 25.0                |
| D                | FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.                            | > 35 and ≤ 55            | 25.1 - 35.0                |
| E                | POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.  | > 55 and ≤ 80            | 35.1 - 50.0                |
| F                | FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths. | > 80                     | > 50.0                     |

Notes

Source: *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[a] Measured in seconds.

**TABLE F-9  
EXISTING WITH PROJECT CONDITIONS  
INTERSECTION LEVELS OF SERVICE**

| No.  | Intersection   | Peak Hour | Existing  |     | Existing with Project |     |
|--|--|-----------|-----------|-----|-----------------------|-----|
|  |  |           | Delay [a] | LOS | Delay [a]             | LOS |
| <b>Signalized Freeway Ramp Intersections</b>   |  |           |           |     |                       |     |
| S-1.   | Vine St &<br>Franklin Ave / US 101 SB Off-Ramp (Intersection #1)         | AM        | 16.6      | B   | 17.1                  | B   |
|  |  | PM        | 14.2      | B   | 14.2                  | B   |
| S-2.   | Argyle Ave / US 101 NB On-Ramp &<br>Franklin Ave (Intersection #2)       | AM        | 249.5     | F   | 251.5                 | F   |
|  |  | PM        | 294.3     | F   | 284.4                 | F   |
| S-3.   | Beachwood Drive / US 101 NB Off-Ramp &<br>Franklin Ave (Intersection #4) | AM        | 16.8      | B   | 16.7                  | B   |
|  |  | PM        | 15.6      | B   | 15.6                  | B   |
| S-4.   | US 101 SB Ramps &<br>Hollywood Blvd (Intersection #14)                   | AM        | 18.2      | B   | 18.2                  | B   |
|  |  | PM        | 16.9      | B   | 16.9                  | B   |
| S-5.   | US 101 NB Off-Ramp &<br>Hollywood Blvd (Intersection #15)                | AM        | 20.0      | B   | 20.3                  | C   |
|  |  | PM        | 15.7      | B   | 15.9                  | B   |
| <b>Unsignalized Freeway Ramp Intersections</b> |  |           |           |     |                       |     |
| U-1.<br>[b]                                    | Argyle Ave &<br>US 101 SB On-Ramp (Intersection #18)                     | AM        | 1.2       | A   | 1.2                   | A   |
|  |  | PM        | 0.8       | A   | 0.8                   | A   |
| U-2.   | Gower Street &<br>US 101 NB Off-Ramp (Intersection #19)                  | AM        | 6.2       | A   | 6.6                   | A   |
|  |  | PM        | 2.1       | A   | 2.2                   | A   |
| U-3.   | Gower Street &<br>US 101 SB Off-Ramp/Yucca Street (Intersection #20)     | AM        | 20.5      | C   | 20.9                  | C   |
|  |  | PM        | 12.5      | B   | 12.7                  | B   |

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 8 (HCM 2010 methodology).

[a] Delay as calculated by the HCM 2010 methodology accounts for traffic signal phasing, as well as the progression and platooning of vehicles. In some cases, the addition of a small amount of Project traffic to an intersection may result in slight reductions to average delays due to these factors.

[b] Intersection is uncontrolled

**TABLE F-10  
FUTURE WITH PROJECT CONDITIONS (YEAR 2021)  
INTERSECTION LEVELS OF SERVICE**

| No.  | Intersection   | Peak Hour | Future without Project |     | Future with Project |     |
|--|--|-----------|------------------------|-----|---------------------|-----|
|  |  |           | Delay [a]              | LOS | Delay [a]           | LOS |
| <b>Signalized Freeway Ramp Intersections</b>   |  |           |                        |     |                     |     |
| S-1.   | Vine St &<br>Franklin Ave / US 101 SB Off-Ramp (Intersection #1)         | AM        | 46.8                   | D   | 47.8                | D   |
|  |  | PM        | 15.4                   | B   | 15.4                | B   |
| S-2.   | Argyle Ave / US 101 NB On-Ramp &<br>Franklin Ave (Intersection #2)       | AM        | 418.5                  | F   | 420.7               | F   |
|  |  | PM        | 446.2                  | F   | 443.9               | F   |
| S-3.   | Beachwood Drive / US 101 NB Off-Ramp &<br>Franklin Ave (Intersection #4) | AM        | 17.8                   | B   | 17.5                | B   |
|  |  | PM        | 16.3                   | B   | 16.3                | B   |
| S-4.   | US 101 SB Ramps &<br>Hollywood Blvd (Intersection #14)                   | AM        | 24.1                   | C   | 23.8                | C   |
|  |  | PM        | 22.4                   | C   | 22.5                | C   |
| S-5.   | US 101 NB Off-Ramp &<br>Hollywood Blvd (Intersection #15)                | AM        | 81.2                   | F   | 82.4                | F   |
|  |  | PM        | 43.4                   | D   | 43.8                | D   |
| <b>Unsignalized Freeway Ramp Intersections</b> |  |           |                        |     |                     |     |
| U-1.<br>[b]                                    | Argyle Ave &<br>US 101 SB On-Ramp (Intersection #18)                     | AM        | 1.1                    | A   | 1.1                 | A   |
|  |  | PM        | 0.9                    | A   | 0.9                 | A   |
| U-2.   | Gower Street &<br>US 101 NB Off-Ramp (Intersection #19)                  | AM        | 17.0                   | C   | 18.4                | C   |
|  |  | PM        | 15.6                   | C   | 16.9                | C   |
| U-3.   | Gower Street &<br>US 101 SB Off-Ramp/Yucca Street (Intersection #20)     | AM        | 48.3                   | E   | 49.2                | E   |
|  |  | PM        | 28.3                   | D   | 28.8                | D   |

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 8 (HCM 2010 methodology).

[a] Delay as calculated by the HCM 2010 methodology accounts for traffic signal phasing, as well as the progression and platooning of vehicles. In some cases, the addition of a small amount of Project traffic to an intersection may result in slight reductions to average delays due to these factors.

[b] Intersection is uncontrolled

**TABLE F-11  
FUTURE WITH PROJECT CONDITIONS (YEAR 2035)  
INTERSECTION LEVELS OF SERVICE**

| No.  | Intersection   | Peak Hour | Future without Project |     | Future with Project |     |
|--|--|-----------|------------------------|-----|---------------------|-----|
|  |  |           | Delay [a]              | LOS | Delay [a]           | LOS |
| <b>Signalized Freeway Ramp Intersections</b>   |  |           |                        |     |                     |     |
| S-1.   | Vine St &<br>Franklin Ave / US 101 SB Off-Ramp (Intersection #1)         | AM        | 91.6                   | F   | 93.0                | F   |
|  |  | PM        | 19.2                   | B   | 19.3                | B   |
| S-2.   | Argyle Ave / US 101 NB On-Ramp &<br>Franklin Ave (Intersection #2)       | AM        | 649.8                  | F   | 651.6               | F   |
|  |  | PM        | 761.8                  | F   | 765.2               | F   |
| S-3.   | Beachwood Drive / US 101 NB Off-Ramp &<br>Franklin Ave (Intersection #4) | AM        | 22.8                   | C   | 23.0                | C   |
|  |  | PM        | 22.7                   | C   | 22.8                | C   |
| S-4.   | US 101 SB Ramps &<br>Hollywood Blvd (Intersection #14)                   | AM        | 65.5                   | E   | 66.0                | E   |
|  |  | PM        | 42.6                   | D   | 42.8                | D   |
| S-5.   | US 101 NB Off-Ramp &<br>Hollywood Blvd (Intersection #15)                | AM        | 151.7                  | F   | 152.9               | F   |
|  |  | PM        | 112.9                  | F   | 113.5               | F   |
| <b>Unsignalized Freeway Ramp Intersections</b> |  |           |                        |     |                     |     |
| U-1.<br>[b]                                    | Argyle Ave &<br>US 101 SB On-Ramp (Intersection #18)                     | AM        | 1.2                    | A   | 1.2                 | A   |
|  |  | PM        | 1.1                    | A   | 1.1                 | A   |
| U-2.   | Gower Street &<br>US 101 NB Off-Ramp (Intersection #19)                  | AM        | 76.2                   | F   | 79.9                | F   |
|  |  | PM        | 114.9                  | F   | 119.3               | F   |
| U-3.   | Gower Street &<br>US 101 SB Off-Ramp/Yucca Street (Intersection #20)     | AM        | 144.4                  | F   | 145.5               | F   |
|  |  | PM        | 84.8                   | F   | 85.6                | F   |

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 8 (HCM 2010 methodology).

[a] Delay as calculated by the HCM 2010 methodology accounts for traffic signal phasing, as well as the progression and platooning of vehicles. In some cases, the addition of a small amount of Project traffic to an intersection may result in slight reductions to average delays due to these factors.

[b] Intersection is uncontrolled

**TABLE F-12  
FREEWAY OFF-RAMP QUEUE EVALUATION  
EXISTING OPERATING CONDITIONS**

| ID              | Freeway Off-ramp  | Ramp and Lane Description  | Vehicle Storage Capacity<br>[a] | Existing Conditions         |                   |                             |                   | Existing with Project Conditions |                   |                             |                   |
|-----------------|---|----------------------------|---------------------------------|-----------------------------|-------------------|-----------------------------|-------------------|----------------------------------|-------------------|-----------------------------|-------------------|
|                 |   |                            |                                 | AM Peak Hour                |                   | PM Peak Hour                |                   | AM Peak Hour                     |                   | PM Peak Hour                |                   |
|                 |   |                            |                                 | Vehicle Queue Length<br>[b] | Exceeds Capacity? | Vehicle Queue Length<br>[b] | Exceeds Capacity? | Vehicle Queue Length<br>[b]      | Exceeds Capacity? | Vehicle Queue Length<br>[b] | Exceeds Capacity? |
| Q-1.<br><br>[c] | Vine Street &<br><br>Franklin Avenue/US 101 SB Off-Ramp<br><br>(Signalized Intersection #1) | US 101 Southbound Off-Ramp |                                 |                             |                   |                             |                   |                                  |                   |                             |                   |
|                 |   | Left                       | 963                             | 104                         | NO                | 134                         | NO                | 104                              | NO                | 134                         | NO                |
|                 |   | Right                      | 973                             | 227                         | NO                | 0                           | NO                | 238                              | NO                | 0                           | NO                |
|                 |   | Ramp                       | 443                             | 0                           | NO                | 0                           | NO                | 0                                | NO                | 0                           | NO                |
| Q-2.            | US 101 NB Off-Ramp &<br><br>Hollywood Boulevard<br><br>(Signalized Intersection #15)        | US 101 Northbound Off-Ramp |                                 |                             |                   |                             |                   |                                  |                   |                             |                   |
|                 |   | Left                       | 511                             | 218                         | NO                | 167                         | NO                | 220                              | NO                | 169                         | NO                |
|                 |   | Left                       | 511                             | 218                         | NO                | 167                         | NO                | 220                              | NO                | 169                         | NO                |
|                 |   | Right                      | 387                             | 53                          | NO                | 49                          | NO                | 53                               | NO                | 49                          | NO                |
|                 |   | Ramp                       | 467                             | 0                           | NO                | 0                           | NO                | 0                                | NO                | 0                           | NO                |
| Q-3.            | Gower Street &<br><br>US 101 NB Off-Ramp<br><br>(Unsignalized Intersection #19)             | US 101 Northbound Off-Ramp |                                 |                             |                   |                             |                   |                                  |                   |                             |                   |
|                 |   | Left                       | 430                             | 108                         | NO                | 33                          | NO                | 113                              | NO                | 35                          | NO                |
|                 |   | Right                      | 430                             | 13                          | NO                | 18                          | NO                | 13                               | NO                | 18                          | NO                |
|                 |   | Ramp                       | 230                             | 0                           | NO                | 0                           | NO                | 0                                | NO                | 0                           | NO                |

[a] Expressed in feet.

[b] 95th Percentile queue results per SYNCHRO 8 (Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010). SYNCHRO 8 queue results expressed in number of vehicles. Vehicle length is assumed to be 25 feet.

[c] The right-turn from the off-ramp is a channelized free right-turn.

**TABLE F-13  
 FREEWAY OFF-RAMP QUEUE EVALUATION  
 FUTURE OPERATING CONDITIONS (YEAR 2021)**

| ID          | Freeway Off-ramp  | Ramp and Lane Description  | Vehicle Storage Capacity<br>[a] | Future without Project Conditions |                   |                             |                   | Future with Project Conditions |                   |                             |                   |
|-------------|---|----------------------------|---------------------------------|-----------------------------------|-------------------|-----------------------------|-------------------|--------------------------------|-------------------|-----------------------------|-------------------|
|             |   |                            |                                 | AM Peak Hour                      |                   | PM Peak Hour                |                   | AM Peak Hour                   |                   | PM Peak Hour                |                   |
|             |   |                            |                                 | Vehicle Queue Length<br>[b]       | Exceeds Capacity? | Vehicle Queue Length<br>[b] | Exceeds Capacity? | Vehicle Queue Length<br>[b]    | Exceeds Capacity? | Vehicle Queue Length<br>[b] | Exceeds Capacity? |
| Q-1.<br>[c] | Vine Street &<br>Franklin Avenue/US 101 SB Off-Ramp<br>(Signalized Intersection #1) | US 101 Southbound Off-Ramp |                                 |                                   |                   |                             |                   |                                |                   |                             |                   |
|             |   | Left                       | 963                             | 109                               | NO                | 151                         | NO                | 107                            | NO                | 151                         | NO                |
|             |   | Right                      | 973                             | 392                               | NO                | 0                           | NO                | 403                            | NO                | 0                           | NO                |
|             |   | Ramp                       | 443                             | 0                                 | NO                | 0                           | NO                | 0                              | NO                | 0                           | NO                |
| Q-2.        | US 101 NB Off-Ramp &<br>Hollywood Boulevard<br>(Signalized Intersection #15)        | US 101 Northbound Off-Ramp |                                 |                                   |                   |                             |                   |                                |                   |                             |                   |
|             |   | Left                       | 511                             | 383                               | NO                | 317                         | NO                | 386                            | NO                | 318                         | NO                |
|             |   | Left                       | 511                             | 383                               | NO                | 317                         | NO                | 386                            | NO                | 318                         | NO                |
|             |   | Right                      | 387                             | 60                                | NO                | 57                          | NO                | 60                             | NO                | 57                          | NO                |
|             |   | Ramp                       | 467                             | 0                                 | NO                | 0                           | NO                | 0                              | NO                | 0                           | NO                |
| Q-3.        | Gower Street &<br>US 101 NB Off-Ramp<br>(Unsignalized Intersection #19)             | US 101 Northbound Off-Ramp |                                 |                                   |                   |                             |                   |                                |                   |                             |                   |
|             |   | Left                       | 431                             | 245                               | NO                | 213                         | NO                | 260                            | NO                | 225                         | NO                |
|             |   | Right                      | 431                             | 15                                | NO                | 25                          | NO                | 15                             | NO                | 25                          | NO                |
|             |   | Ramp                       | 232                             | 0                                 | NO                | 0                           | NO                | 0                              | NO                | 0                           | NO                |

[a] Expressed in feet.

[b] 95th Percentile queue results per SYNCHRO 8 (Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010). SYNCHRO 8 queue results expressed in number of vehicles. Vehicle length is assumed to be 25 feet.

[c] The right-turn from the off-ramp is a channelized free right-turn.



**TABLE F-14  
 FREEWAY OFF-RAMP QUEUE EVALUATION  
 FUTURE OPERATING CONDITIONS (YEAR 2035)**

| ID          | Freeway Off-ramp  | Ramp and Lane Description  | Vehicle Storage Capacity<br>[a] | Future without Project Conditions |                   |                             |                   | Future with Project Conditions |                   |                             |                   |
|-------------|---|----------------------------|---------------------------------|-----------------------------------|-------------------|-----------------------------|-------------------|--------------------------------|-------------------|-----------------------------|-------------------|
|             |   |                            |                                 | AM Peak Hour                      |                   | PM Peak Hour                |                   | AM Peak Hour                   |                   | PM Peak Hour                |                   |
|             |   |                            |                                 | Vehicle Queue Length<br>[b]       | Exceeds Capacity? | Vehicle Queue Length<br>[b] | Exceeds Capacity? | Vehicle Queue Length<br>[b]    | Exceeds Capacity? | Vehicle Queue Length<br>[b] | Exceeds Capacity? |
| Q-1.<br>[c] | Vine Street &<br>Franklin Avenue/US 101 SB Off-Ramp<br>(Signalized Intersection #1) | US 101 Southbound Off-Ramp |                                 |                                   |                   |                             |                   |                                |                   |                             |                   |
|             |   | Left                       | 963                             | 121                               | NO                | 184                         | NO                | 119                            | NO                | 184                         | NO                |
|             |   | Right                      | 973                             | 863                               | NO                | 17                          | NO                | 875                            | NO                | 23                          | NO                |
|             |   | Ramp                       | 443                             | 0                                 | NO                | 0                           | NO                | 0                              | NO                | 0                           | NO                |
| Q-2.        | US 101 NB Off-Ramp &<br>Hollywood Boulevard<br>(Signalized Intersection #15)        | US 101 Northbound Off-Ramp |                                 |                                   |                   |                             |                   |                                |                   |                             |                   |
|             |   | Left                       | 511                             | 511                               | NO                | 501                         | NO                | 511                            | NO                | 503                         | NO                |
|             |   | Left                       | 511                             | 511                               | NO                | 501                         | NO                | 511                            | NO                | 503                         | NO                |
|             |   | Right                      | 387                             | 66                                | NO                | 67                          | NO                | 66                             | NO                | 67                          | NO                |
|             |   | Ramp                       | 467                             | 32                                | NO                | 0                           | NO                | 36                             | NO                | 0                           | NO                |
| Q-3.        | Gower Street &<br>US 101 NB Off-Ramp<br>(Unsignalized Intersection #19)             | US 101 Northbound Off-Ramp |                                 |                                   |                   |                             |                   |                                |                   |                             |                   |
|             |   | Left                       | 431                             | 431                               | NO                | 431                         | NO                | 431                            | NO                | 431                         | NO                |
|             |   | Right                      | 431                             | 23                                | NO                | 48                          | NO                | 23                             | NO                | 48                          | NO                |
|             |   | Ramp                       | 232                             | 189                               | NO                | 192                         | NO                | 207                            | NO                | 204                         | NO                |

[a] Expressed in feet.

[b] 95th Percentile queue results per SYNCHRO 8 (Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010). SYNCHRO 8 queue results expressed in number of vehicles. Vehicle length is assumed to be 25 feet.

[c] The right-turn from the off-ramp is a channelized free right-turn.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>5,808</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,576}$ pc/h/ln | $\frac{v_p}{S} = \underline{28.7}$ pc/mi/ln |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>            |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,338</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{93.5}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,806}$ pc/h/ln |  |
| Speed (S): <u>30.0</u> mi/h                                    | Level of Service (LOS): <u>F</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>4,815</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{23.8}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,307}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>C</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,228</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{88.2}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,776}$ pc/h/ln |  |
| Speed (S): <u>31.5</u> mi/h                                    | Level of Service (LOS): <u>F</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>5,416</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ = <u>0.980</u>                    | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
|   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>26.7</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>1,470</u> pc/h/ln |   |
| Speed (S): <u>55.0</u> mi/h                               | Level of Service (LOS): <u>D</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>9,642</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):   | Density (D):  |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,617} \text{ pc/h/ln}$ | $\frac{v_p}{S} = \underline{67.9} \text{ pc/mi/ln}$ |
| Speed (S): <u>38.5</u> mi/h  | Level of Service (LOS): <u>F</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>4,491</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,219}$ pc/h/ln | $\frac{v_p}{S} = \underline{22.2}$ pc/mi/ln |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>C</u>            |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.



EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>9,539</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,589}$ pc/h/ln | $\frac{v_p}{S} = \underline{65.3}$ pc/mi/ln |
| Speed (S): <u>39.6</u> mi/h                                    | Level of Service (LOS): <u>F</u>            |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>5,064</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ = <u>0.980</u>                    | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
|   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>25.0</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>1,374</u> pc/h/ln |   |
| Speed (S): <u>55.0</u> mi/h                               | Level of Service (LOS): <u>C</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>9,222</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ = <u>0.980</u>                    | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
|   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>58.5</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>2,503</u> pc/h/ln |   |
| Speed (S): <u>42.8</u> mi/h                               | Level of Service (LOS): <u>F</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>4,227</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{20.9}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,147}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>C</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard*  
**PM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>9,170</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>57.5</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>2,489</u> pc/h/ln |   |
| Speed (S): <u>43.3</u> mi/h                               | Level of Service (LOS): <u>F</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>5,814</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{28.7}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,578}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,347</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{93.9}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,808}$ pc/h/ln |  |
| Speed (S): <u>29.9</u> mi/h                                    | Level of Service (LOS): <u>F</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>4,821</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,308}$ pc/h/ln | $\frac{v_p}{S} = \underline{23.8}$ pc/mi/ln |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>C</u>            |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.



EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**PM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,233</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{88.3}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,777}$ pc/h/ln |  |
| Speed (S): <u>31.4</u> mi/h                                    | Level of Service (LOS): <u>F</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>5,422</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{26.7}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,471}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>9,646</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):   | Density (D):  |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,618} \text{ pc/h/ln}$ | $\frac{v_p}{S} = \underline{68.0} \text{ pc/mi/ln}$ |
| Speed (S): <u>38.5</u> mi/h  | Level of Service (LOS): <u>F</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>4,495</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{22.2}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,220}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>C</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>9,543</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{65.4}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,590}$ pc/h/ln |  |
| Speed (S): <u>39.6</u> mi/h                                    | Level of Service (LOS): <u>F</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>5,073</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{25.0}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,377}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>C</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard*  
**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>9,228</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{58.6}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,504}$ pc/h/ln |  |
| Speed (S): <u>42.8</u> mi/h                                    | Level of Service (LOS): <u>F</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>4,232</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ = <u>0.980</u>                    | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
|   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,149}$ pc/h/ln | $\frac{v_p}{S} = \underline{20.9}$ pc/mi/ln |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>C</u>            |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.



EXISTING WITH PROJECT CONDITIONS (YEAR 2016)

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard*  
**PM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>9,176</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{57.6}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,490}$ pc/h/ln |  |
| Speed (S): <u>43.2</u> mi/h                                    | Level of Service (LOS): <u>F</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,860</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>33.9</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>1,862</u> pc/h/ln |   |
| Speed (S): <u>54.9</u> mi/h                               | Level of Service (LOS): <u>D</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>11,486</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{256.0}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{3,117}$ pc/h/ln |   |
| Speed (S): <u>12.2</u> mi/h                                    | Level of Service (LOS): <u>F</u>                          |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,105</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{30.1}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,657}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>11,652</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{343.7}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{3,162}$ pc/h/ln |   |
| Speed (S): <u>9.2</u> mi/h                                     | Level of Service (LOS): <u>F</u>                          |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,195</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{30.6}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,681}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,782</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |  |
|---|--|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>123.5</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>2,926</u> pc/h/ln |  |
| Speed (S): <u>23.7</u> mi/h                               | Level of Service (LOS): <u>F</u>                     |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>5,487</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{27.1}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,489}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.



**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,875</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{132.4}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,951}$ pc/h/ln |   |
| Speed (S): <u>22.3</u> mi/h                                    | Level of Service (LOS): <u>F</u>                          |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,596</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{32.5}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,790}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,328</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{92.9}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,803}$ pc/h/ln |  |
| Speed (S): <u>30.2</u> mi/h                                    | Level of Service (LOS): <u>F</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,096</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{30.1}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,654}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard  
PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,668</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |  |
|---|--|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>114.0</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>2,895</u> pc/h/ln |  |
| Speed (S): <u>25.4</u> mi/h                               | Level of Service (LOS): <u>F</u>                     |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,866</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{33.9}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,863}$ pc/h/ln |  |
| Speed (S): <u>54.9</u> mi/h                                    | Level of Service (LOS): <u>D</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>11,495</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{260.4}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{3,120}$ pc/h/ln |   |
| Speed (S): <u>12.0</u> mi/h                                    | Level of Service (LOS): <u>F</u>                          |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,111</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>30.1</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>1,658</u> pc/h/ln |   |
| Speed (S): <u>55.0</u> mi/h                               | Level of Service (LOS): <u>D</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.



**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**PM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>11,657</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{349.1}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{3,164}$ pc/h/ln |   |
| Speed (S): <u>9.1</u> mi/h                                     | Level of Service (LOS): <u>F</u>                          |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,201</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):   | Density (D):  |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,683} \text{ pc/h/ln}$ | $\frac{v_p}{S} = \underline{30.6} \text{ pc/mi/ln}$ |
| Speed (S): <u>55.0</u> mi/h  | Level of Service (LOS): <u>D</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,786</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{123.8}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,927}$ pc/h/ln |   |
| Speed (S): <u>23.6</u> mi/h                                    | Level of Service (LOS): <u>F</u>                          |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>5,491</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,490}$ pc/h/ln | $\frac{v_p}{S} = \underline{27.1}$ pc/mi/ln |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>            |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,879</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{132.8}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,952}$ pc/h/ln |   |
| Speed (S): <u>22.2</u> mi/h                                    | Level of Service (LOS): <u>F</u>                          |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,605</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ = <u>0.980</u>                    | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
|   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,792}$ pc/h/ln | $\frac{v_p}{S} = \underline{32.6}$ pc/mi/ln |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>            |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,334</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ = <u>0.980</u>                    | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
|   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>93.1</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>2,804</u> pc/h/ln |   |
| Speed (S): <u>30.1</u> mi/h                               | Level of Service (LOS): <u>F</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,101</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{30.1}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,656}$ pc/h/ln |  |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.



**FUTURE WITH PROJECT CONDITIONS (YEAR 2021)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard*  
**PM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>10,674</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{114.6}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,897}$ pc/h/ln |   |
| Speed (S): <u>25.3</u> mi/h                                    | Level of Service (LOS): <u>F</u>                          |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>8,063</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>42.7</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>2,188</u> pc/h/ln |   |
| Speed (S): <u>51.3</u> mi/h                               | Level of Service (LOS): <u>E</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>13,367</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                  |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{3,628}$ pc/h/ln | $\frac{v_p}{S} = \underline{-131.9}$ pc/mi/ln |
| Speed (S): <u>-27.5</u> mi/h                                   | Level of Service (LOS): <u>A</u>              |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>7,108</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>35.3</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>1,929</u> pc/h/ln |   |
| Speed (S): <u>54.6</u> mi/h                               | Level of Service (LOS): <u>E</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>13,592</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>-111.4</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>3,689</u> pc/h/ln |   |
| Speed (S): <u>-33.1</u> mi/h                              | Level of Service (LOS): <u>A</u>                      |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>7,299</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ = <u>0.980</u>                    | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
|   | - 3.22TRD <sup>(0.84)</sup> = _____ mi/h         |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>36.6</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>1,981</u> pc/h/ln |   |
| Speed (S): <u>54.2</u> mi/h                               | Level of Service (LOS): <u>E</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>12,470</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>-487.0</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>3,384</u> pc/h/ln |   |
| Speed (S): <u>-6.9</u> mi/h                               | Level of Service (LOS): <u>A</u>                      |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,355</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ = <u>0.980</u>                    | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
|   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>31.4</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>1,725</u> pc/h/ln |   |
| Speed (S): <u>55.0</u> mi/h                               | Level of Service (LOS): <u>D</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.



**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>12,662</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>-310.0</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>3,436</u> pc/h/ln |   |
| Speed (S): <u>-11.1</u> mi/h                              | Level of Service (LOS): <u>A</u>                      |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>7,665</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ = <u>0.980</u>                    | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
|   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,080}$ pc/h/ln | $\frac{v_p}{S} = \underline{39.2}$ pc/mi/ln |
| Speed (S): <u>53.1</u> mi/h                                    | Level of Service (LOS): <u>E</u>            |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>11,950</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| $\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)}$ = <u>0.980</u>                    | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
|   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{903.5}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{3,243}$ pc/h/ln |   |
| Speed (S): <u>3.6</u> mi/h                                     | Level of Service (LOS): <u>F</u>                          |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,945</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{34.4}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,885}$ pc/h/ln |  |
| Speed (S): <u>54.8</u> mi/h                                    | Level of Service (LOS): <u>D</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard  
PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>12,397</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>-623.6</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>3,364</u> pc/h/ln |   |
| Speed (S): <u>-5.4</u> mi/h                               | Level of Service (LOS): <u>A</u>                      |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>8,069</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>42.7</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>2,190</u> pc/h/ln |   |
| Speed (S): <u>51.2</u> mi/h                               | Level of Service (LOS): <u>E</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>13,376</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>-131.1</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>3,630</u> pc/h/ln |   |
| Speed (S): <u>-27.7</u> mi/h                              | Level of Service (LOS): <u>A</u>                      |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Northbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>7,114</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>35.4</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>1,931</u> pc/h/ln |   |
| Speed (S): <u>54.6</u> mi/h                               | Level of Service (LOS): <u>E</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.



**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-1 US 101 Southbound**

*between Cahuenga Boulevard & Gower Street/Argyle Avenue*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>13,597</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                  |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{3,690}$ pc/h/ln | $\frac{v_p}{S} = \underline{-111.2}$ pc/mi/ln |
| Speed (S): <u>-33.2</u> mi/h                                   | Level of Service (LOS): <u>A</u>              |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

**AM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>7,305</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{36.6}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,982}$ pc/h/ln |  |
| Speed (S): <u>54.2</u> mi/h                                    | Level of Service (LOS): <u>E</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>12,474</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations  | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u>                       | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents<br>for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u> | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for RVs (E <sub>R</sub> ): <u>1.2</u>   | Total Ramp Density (TRD): _____ ramps/mi         |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                                      | Free-Flow Speed:                                 |
| <u>1</u> = <u>0.980</u>   | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$   | - 3.22TRD^(0.84) = _____ mi/h                    |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                  |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{3,385}$ pc/h/ln | $\frac{v_p}{S} = \underline{-481.7}$ pc/mi/ln |
| Speed (S): <u>-7.0</u> mi/h                                    | Level of Service (LOS): <u>A</u>              |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Northbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,359</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D):                                |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{1,726}$ pc/h/ln | $\frac{v_p}{S} = \underline{31.4}$ pc/mi/ln |
| Speed (S): <u>55.0</u> mi/h                                    | Level of Service (LOS): <u>D</u>            |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-2 US 101 Southbound**

*between Gower Street/Argyle Avenue & Hollywood Boulevard*

*PM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>12,666</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>-307.9</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>3,437</u> pc/h/ln |   |
| Speed (S): <u>-11.2</u> mi/h                              | Level of Service (LOS): <u>A</u>                      |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>7,674</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |  |
|--|--|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{39.3}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{2,083}$ pc/h/ln |  |
| Speed (S): <u>53.0</u> mi/h                                    | Level of Service (LOS): <u>E</u>                         |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard  
AM Peak Hour*

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>11,956</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|  |   |
|--|---|
| Flow Rate (v <sub>p</sub> ):                                   | Density (D): $\frac{v_p}{S} = \underline{941.5}$ pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} = \underline{3,245}$ pc/h/ln |   |
| Speed (S): <u>3.4</u> mi/h                                     | Level of Service (LOS): <u>F</u>                          |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Northbound**

*between Hollywood Boulevard & Sunset Boulevard*  
**PM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>6,950</u> veh/h                    | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>34.4</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>1,886</u> pc/h/ln |   |
| Speed (S): <u>54.8</u> mi/h                               | Level of Service (LOS): <u>D</u>                    |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.



**FUTURE WITH PROJECT CONDITIONS (YEAR 2035)**

**citizenM Hotel Project**

Highway Capacity Manual 2010 - Basic Freeway Segments Worksheet

**FS-3 US 101 Southbound**

*between Hollywood Boulevard & Sunset Boulevard*  
**PM Peak Hour**

**SPEED AND FLOW INPUTS**

| Flow Inputs                                       | Speed Inputs                         |
|---|--------------------------------------|
| Volume (V): <u>12,403</u> veh/h                   | [a] Free Flow Speed: <u>55.0</u> mph |
| Peak Hour Factor (PHF): <u>0.940</u>              | Lane Width: _____ ft                 |
| % Trucks & Buses (P <sub>T</sub> ): <u>4.04</u> % | Right-shoulder                       |
| % RVs (P <sub>R</sub> ): <u>0.00</u> %            | Lateral Clearance: _____ ft          |
| Grade Length: _____ mi                            | Number of Ramps in 6 miles           |
| Grade %: _____ %                                  | Centered on Segment: _____ ramps     |
| Terrain Type: <u>Level</u>                        | Other Inputs                         |
| Driver Type: <u>Commuter/Weekday</u>              | Number of Lanes: <u>4.0</u> lanes    |

**SPEED AND FLOW ADJUSTMENT CALCULATIONS**

| Flow Adjustment Calculations                            | Speed Adjustment Calculations                    |
|---|--|
| Driver Population Factor (f <sub>p</sub> ): <u>1.00</u> | Lane Width (f <sub>lw</sub> ): _____ mi/h        |
| Passenger Car Equivalents                               | Lateral Clearance (f <sub>lc</sub> ): _____ mi/h |
| for Trucks & Buses (E <sub>T</sub> ): <u>1.5</u>        | Total Ramp Density (TRD): _____ ramps/mi         |
| for RVs (E <sub>R</sub> ): <u>1.2</u>                   | Free-Flow Speed:                                 |
| Heavy Vehicle Factor (f <sub>HV</sub> ):                | 75.4 - f <sub>lw</sub> - f <sub>lc</sub>         |
| <u>1</u> = <u>0.980</u>                                 | - 3.22TRD^(0.84) = _____ mi/h                    |
| $1 + P_T(E_T - 1) + P_R(E_R - 1)$                       |  |

**LEVEL OF SERVICE AND PERFORMANCE MEASURES**

|   |   |
|---|---|
| Flow Rate (v <sub>p</sub> ):                              | Density (D): $\frac{v_p}{S} =$ <u>-606.6</u> pc/mi/ln |
| $\frac{V}{PHF * N * f_{HV} * f_p} =$ <u>3,366</u> pc/h/ln |   |
| Speed (S): <u>-5.5</u> mi/h                               | Level of Service (LOS): <u>A</u>                      |

Notes: Methodology from 2010 Highway Capacity Manual, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v<sub>p</sub> from Exhibits 11-5 and 11-6; E<sub>R</sub>/E<sub>T</sub> from Exhibits 11-10 through 11-13; f<sub>lw</sub> from Exhibit 11-8; f<sub>lc</sub> from Exhibit 11-9; f<sub>p</sub> from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

Queues

1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2 |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 415  | 47   | 966  | 197  | 185  | 139  | 1559 |
| v/c Ratio               | 0.20 | 0.09 | 0.47 | 0.33 | 0.30 | 0.26 | 0.98 |
| Control Delay           | 9.4  | 21.3 | 12.0 | 20.0 | 4.8  | 23.6 | 22.4 |
| Queue Delay             | 0.0  | 0.0  | 0.6  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 9.4  | 21.3 | 12.6 | 20.0 | 4.8  | 23.6 | 22.4 |
| Queue Length 50th (ft)  | 54   | 18   | 155  | 66   | 0    | 57   | 0    |
| Queue Length 95th (ft)  | 78   | 43   | 202  | 123  | 46   | 104  | #227 |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |      |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |      |
| Base Capacity (vph)     | 2044 | 527  | 2044 | 592  | 624  | 527  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 650  | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.20 | 0.09 | 0.69 | 0.33 | 0.30 | 0.26 | 0.98 |

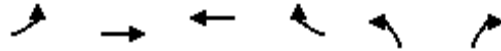
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL  | EBT  | WBT  | WBR  | NBL  | NBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 99   | 978  | 1085 | 837  | 415  | 141  |
| v/c Ratio               | 0.37 | 0.43 | 0.47 | 0.63 | 0.99 | 0.44 |
| Control Delay           | 16.1 | 11.8 | 5.9  | 3.6  | 82.9 | 11.5 |
| Queue Delay             | 0.0  | 0.4  | 0.6  | 0.3  | 0.0  | 0.9  |
| Total Delay             | 16.1 | 12.2 | 6.4  | 3.9  | 82.9 | 12.4 |
| Queue Length 50th (ft)  | 33   | 168  | 68   | 38   | 123  | 0    |
| Queue Length 95th (ft)  | m57  | 204  | 102  | 112  | #218 | 53   |
| Internal Link Dist (ft) |      | 216  | 34   |      |      |      |
| Turn Bay Length (ft)    | 150  |      |      |      | 500  |      |
| Base Capacity (vph)     | 265  | 2300 | 2300 | 1321 | 419  | 317  |
| Starvation Cap Reductn  | 0    | 716  | 734  | 107  | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 291  | 0    | 0    | 51   |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.37 | 0.62 | 0.69 | 0.69 | 0.99 | 0.53 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL  | NER  | NER2  |
|------------------------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑    | ↑    |      | ↑    | ↑     |
| Volume (vph)           | 382  | 43   | 0    | 889  | 112  | 239  | 0    | 128  | 1434  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |      | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.94 | 0.85 |      | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1704 | 1504 |      | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1704 | 1504 |      | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)        | 415  | 47   | 0    | 966  | 122  | 260  | 0    | 139  | 1559  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 25   | 123  | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 415  | 47   | 0    | 966  | 172  | 62   | 0    | 139  | 1559  |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |      | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |      |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |      | 2!   | Free  |
| Actuated Green, G (s)  | 52.0 | 30.0 |      | 52.0 | 30.0 | 30.0 |      | 30.0 | 90.0  |
| Effective Green, g (s) | 52.0 | 30.0 |      | 52.0 | 30.0 | 30.0 |      | 30.0 | 90.0  |
| Actuated g/C Ratio     | 0.58 | 0.33 |      | 0.58 | 0.33 | 0.33 |      | 0.33 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |      | 3.0  |       |
| Lane Grp Cap (vph)     | 2044 | 527  |      | 2044 | 568  | 501  |      | 527  | 1583  |
| v/s Ratio Prot         | 0.12 | 0.03 |      | 0.27 | 0.10 |      |      |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.04 |      | 0.09 | c0.98 |
| v/c Ratio              | 0.20 | 0.09 |      | 0.47 | 0.30 | 0.12 |      | 0.26 | 0.98  |
| Uniform Delay, d1      | 9.1  | 20.6 |      | 11.0 | 22.3 | 20.9 |      | 21.9 | 0.0   |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  |
| Incremental Delay, d2  | 0.2  | 0.3  |      | 0.8  | 1.4  | 0.5  |      | 1.2  | 19.3  |
| Delay (s)              | 9.3  | 20.9 |      | 11.8 | 23.6 | 21.4 |      | 23.1 | 19.3  |
| Level of Service       | A    | C    |      | B    | C    | C    |      | C    | B     |
| Approach Delay (s)     | 10.5 |      |      | 11.8 | 22.5 |      | 19.6 |      |       |
| Approach LOS           | B    |      |      | B    | C    |      | B    |      |       |

### Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 16.6  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 1.08  |                           |     |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 98.8% | ICU Level of Service      | F   |
| Analysis Period (min)             | 15    |                           |     |

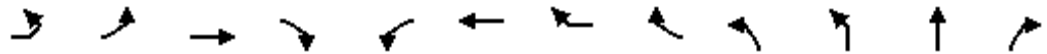
! Phase conflict between lane groups.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | WBR2 | NBL2 | NBL   | NBT   | NBR   |
|------------------------|--------|-------|-------|------|------|-------|------|------|------|-------|-------|-------|
| Lane Configurations    |        | ↔     | ↕     | ↗    | ↖    | ↕     |      |      |      | ↔     | ↕     | ↗     |
| Volume (vph)           | 174    | 12    | 425   | 102  | 136  | 848   | 639  | 17   | 21   | 185   | 21    | 35    |
| Ideal Flow (vphpl)     | 1900   | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  | 1900  |
| Total Lost time (s)    |        | 3.0   | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0   | 8.0   | 4.0   |
| Lane Util. Factor      |        | 1.00  | 0.95  | 1.00 | 1.00 | 0.95  |      |      |      | 0.95  | 0.95  | 1.00  |
| Frt                    |        | 1.00  | 1.00  | 0.85 | 1.00 | 0.93  |      |      |      | 1.00  | 1.00  | 0.85  |
| Flt Protected          |        | 0.95  | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.95  | 0.96  | 1.00  |
| Satd. Flow (prot)      |        | 1770  | 3539  | 1583 | 1770 | 3308  |      |      |      | 1681  | 1700  | 1583  |
| Flt Permitted          |        | 0.15  | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.67  | 0.96  | 1.00  |
| Satd. Flow (perm)      |        | 281   | 3539  | 1583 | 1770 | 3308  |      |      |      | 1180  | 1700  | 1583  |
| Peak-hour factor, PHF  | 0.92   | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)        | 189    | 13    | 462   | 111  | 148  | 922   | 695  | 18   | 23   | 201   | 23    | 38    |
| RTOR Reduction (vph)   | 0      | 0     | 0     | 58   | 0    | 1     | 0    | 0    | 0    | 0     | 0     | 31    |
| Lane Group Flow (vph)  | 0      | 202   | 462   | 53   | 148  | 1634  | 0    | 0    | 0    | 121   | 126   | 7     |
| Turn Type              | custom | Prot  | NA    | Perm | Prot | NA    |      |      | Perm | Split | NA    | pm+ov |
| Protected Phases       |        | 1     | 6     |      | 5    | 2     |      |      |      | 3     | 3     | 5     |
| Permitted Phases       | 1      |       |       | 6    |      |       |      |      | 3    |       |       | 3     |
| Actuated Green, G (s)  |        | 32.0  | 49.8  | 49.8 | 13.3 | 32.1  |      |      |      | 6.0   | 6.0   | 19.3  |
| Effective Green, g (s) |        | 32.0  | 49.8  | 49.8 | 13.3 | 32.1  |      |      |      | 6.0   | 6.0   | 19.3  |
| Actuated g/C Ratio     |        | 0.30  | 0.47  | 0.47 | 0.13 | 0.31  |      |      |      | 0.06  | 0.06  | 0.18  |
| Clearance Time (s)     |        | 3.0   | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0   | 8.0   | 4.0   |
| Vehicle Extension (s)  |        | 3.0   | 5.0   | 5.0  | 3.0  | 5.0   |      |      |      | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     |        | 85    | 1678  | 750  | 224  | 1011  |      |      |      | 67    | 97    | 290   |
| v/s Ratio Prot         |        |       | 0.13  |      | 0.08 | c0.49 |      |      |      |       | 0.07  | 0.00  |
| v/s Ratio Perm         |        | c0.72 |       | 0.03 |      |       |      |      |      | c0.10 |       | 0.00  |
| v/c Ratio              |        | 2.38  | 0.28  | 0.07 | 0.66 | 1.62  |      |      |      | 1.81  | 1.30  | 0.02  |
| Uniform Delay, d1      |        | 36.5  | 16.7  | 15.0 | 43.7 | 36.5  |      |      |      | 49.5  | 49.5  | 35.1  |
| Progression Factor     |        | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  |      |      |      | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  |        | 654.0 | 0.4   | 0.2  | 7.1  | 282.0 |      |      |      | 415.3 | 191.3 | 0.0   |
| Delay (s)              |        | 690.5 | 17.1  | 15.2 | 50.8 | 318.5 |      |      |      | 464.8 | 240.8 | 35.2  |
| Level of Service       |        | F     | B     | B    | D    | F     |      |      |      | F     | F     | D     |
| Approach Delay (s)     |        |       | 192.4 |      |      | 296.3 |      |      |      |       | 308.4 |       |
| Approach LOS           |        |       | F     |      |      | F     |      |      |      |       | F     |       |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 249.5 | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 1.81  |                           |      |
| Actuated Cycle Length (s)         | 105.0 | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 88.0% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement                    | SBL   | SBT   | SBR  | SBR2 |
|-----------------------------|-------|-------|------|------|
| Lane Configurations         |       |       |      |      |
| Volume (vph)                | 72    | 116   | 15   | 51   |
| Ideal Flow (vphpl)          | 1900  | 1900  | 1900 | 1900 |
| Total Lost time (s)         | 9.0   | 9.0   |      |      |
| Lane Util. Factor           | 1.00  | 0.95  |      |      |
| Frt                         | 1.00  | 0.95  |      |      |
| Flt Protected               | 0.95  | 1.00  |      |      |
| Satd. Flow (prot)           | 1770  | 3348  |      |      |
| Flt Permitted               | 0.95  | 1.00  |      |      |
| Satd. Flow (perm)           | 1770  | 3348  |      |      |
| Peak-hour factor, PHF       | 0.92  | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)             | 78    | 126   | 16   | 55   |
| RTOR Reduction (vph)        | 0     | 39    | 0    | 0    |
| Lane Group Flow (vph)       | 78    | 158   | 0    | 0    |
| Turn Type                   | Split | NA    |      |      |
| Protected Phases            | 4     | 4     |      |      |
| Permitted Phases            |       |       |      |      |
| Actuated Green, G (s)       | 9.9   | 9.9   |      |      |
| Effective Green, g (s)      | 9.9   | 9.9   |      |      |
| Actuated g/C Ratio          | 0.09  | 0.09  |      |      |
| Clearance Time (s)          | 9.0   | 9.0   |      |      |
| Vehicle Extension (s)       | 3.0   | 3.0   |      |      |
| Lane Grp Cap (vph)          | 166   | 315   |      |      |
| v/s Ratio Prot              | 0.04  | c0.05 |      |      |
| v/s Ratio Perm              |       |       |      |      |
| v/c Ratio                   | 0.47  | 0.50  |      |      |
| Uniform Delay, d1           | 45.1  | 45.2  |      |      |
| Progression Factor          | 1.00  | 1.00  |      |      |
| Incremental Delay, d2       | 2.1   | 1.3   |      |      |
| Delay (s)                   | 47.2  | 46.5  |      |      |
| Level of Service            | D     | D     |      |      |
| Approach Delay (s)          |       | 46.7  |      |      |
| Approach LOS                |       | D     |      |      |
| <b>Intersection Summary</b> |       |       |      |      |

HCM Signalized Intersection Capacity Analysis  
 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|-------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |       |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 92    | 705   | 6    | 3    | 1287  | 113  | 10   | 45   | 32   | 174  | 0     | 165  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95  |      | 1.00 | 0.95  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00  |      | 1.00 | 0.99  |      |      | 0.95 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00  |      | 0.95 | 1.00  |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3534  |      | 1770 | 3496  |      |      | 1760 |      |      | 1770  | 1583 |
| Flt Permitted          | 0.12  | 1.00  |      | 0.36 | 1.00  |      |      | 0.96 |      |      | 0.77  | 1.00 |
| Satd. Flow (perm)      | 231   | 3534  |      | 668  | 3496  |      |      | 1706 |      |      | 1437  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 100   | 766   | 7    | 3    | 1399  | 123  | 11   | 49   | 35   | 189  | 0     | 179  |
| RTOR Reduction (vph)   | 0     | 1     | 0    | 0    | 11    | 0    | 0    | 25   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 100   | 772   | 0    | 3    | 1511  | 0    | 0    | 70   | 0    | 0    | 189   | 179  |
| Turn Type              | pm+pt | NA    |      | Perm | NA    |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4     |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |       |      | 8    |       |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 35.4  | 35.4  |      | 28.2 | 28.2  |      |      | 16.6 |      |      | 16.6  | 60.0 |
| Effective Green, g (s) | 35.4  | 35.4  |      | 28.2 | 28.2  |      |      | 16.6 |      |      | 16.6  | 60.0 |
| Actuated g/C Ratio     | 0.59  | 0.59  |      | 0.47 | 0.47  |      |      | 0.28 |      |      | 0.28  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      | 3.0  | 3.0   |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 218   | 2085  |      | 313  | 1643  |      |      | 471  |      |      | 397   | 1583 |
| v/s Ratio Prot         | 0.02  | c0.22 |      |      | c0.43 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | 0.25  |       |      | 0.00 |       |      |      | 0.04 |      |      | c0.13 | 0.11 |
| v/c Ratio              | 0.46  | 0.37  |      | 0.01 | 0.92  |      |      | 0.15 |      |      | 0.48  | 0.11 |
| Uniform Delay, d1      | 11.3  | 6.5   |      | 8.5  | 14.8  |      |      | 16.4 |      |      | 18.1  | 0.0  |
| Progression Factor     | 1.00  | 1.00  |      | 1.00 | 1.00  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 1.5   | 0.1   |      | 0.0  | 8.7   |      |      | 0.7  |      |      | 4.1   | 0.1  |
| Delay (s)              | 12.8  | 6.6   |      | 8.5  | 23.5  |      |      | 17.0 |      |      | 22.1  | 0.1  |
| Level of Service       | B     | A     |      | A    | C     |      |      | B    |      |      | C     | A    |
| Approach Delay (s)     |       | 7.3   |      |      | 23.5  |      |      | 17.0 |      |      | 11.4  |      |
| Approach LOS           |       | A     |      |      | C     |      |      | B    |      |      | B     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 16.8  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.74  |                           |      |
| Actuated Cycle Length (s)         | 60.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 70.6% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      | ↑↑   | ↑    | ↑    | ↑↑    |      |      |      |      | ↑     | ↑    |      |
| Volume (vph)           | 0    | 473  | 187  | 38   | 1315  | 0    | 0    | 0    | 0    | 499   | 4    | 142  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95 |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.93 |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1607 |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1607 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 0    | 514  | 203  | 41   | 1429  | 0    | 0    | 0    | 0    | 542   | 4    | 154  |
| RTOR Reduction (vph)   | 0    | 0    | 97   | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 23   | 0    |
| Lane Group Flow (vph)  | 0    | 514  | 106  | 41   | 1429  | 0    | 0    | 0    | 0    | 358   | 319  | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA   |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4    |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |      |      |
| Actuated Green, G (s)  |      | 47.1 | 47.1 | 4.1  | 55.2  |      |      |      |      | 24.9  | 24.9 |      |
| Effective Green, g (s) |      | 47.1 | 47.1 | 4.1  | 55.2  |      |      |      |      | 24.9  | 24.9 |      |
| Actuated g/C Ratio     |      | 0.52 | 0.52 | 0.05 | 0.61  |      |      |      |      | 0.28  | 0.28 |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     |      | 1852 | 828  | 80   | 2170  |      |      |      |      | 465   | 444  |      |
| v/s Ratio Prot         |      | 0.15 |      | 0.02 | c0.40 |      |      |      |      |       |      |      |
| v/s Ratio Perm         |      |      | 0.07 |      |       |      |      |      |      | c0.21 | 0.20 |      |
| v/c Ratio              |      | 0.28 | 0.13 | 0.51 | 0.66  |      |      |      |      | 0.77  | 0.72 |      |
| Uniform Delay, d1      |      | 12.0 | 11.0 | 42.0 | 11.3  |      |      |      |      | 29.9  | 29.4 |      |
| Progression Factor     |      | 1.00 | 1.00 | 1.25 | 0.95  |      |      |      |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  |      | 0.4  | 0.3  | 4.3  | 0.6   |      |      |      |      | 7.5   | 5.5  |      |
| Delay (s)              |      | 12.3 | 11.3 | 56.8 | 11.3  |      |      |      |      | 37.5  | 34.9 |      |
| Level of Service       |      | B    | B    | E    | B     |      |      |      |      | D     | C    |      |
| Approach Delay (s)     |      | 12.0 |      |      | 12.6  |      |      | 0.0  |      |       | 36.2 |      |
| Approach LOS           |      | B    |      |      | B     |      |      | A    |      |       | D    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 18.2  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.73  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 95.7% | ICU Level of Service      | F    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |



HCM Signalized Intersection Capacity Analysis  
 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR   | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|-------|-------|------|------|------|------|------|
| Lane Configurations    | ↖    | ↗↗   |      |      | ↗↗   | ↖     | ↖↖    |      | ↖    |      |      |      |
| Volume (vph)           | 91   | 900  | 0    | 0    | 998  | 770   | 382   | 0    | 130  | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4  | 5.4  |      |      | 5.4  | 5.4   | 5.0   |      | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00 | 0.95 |      |      | 0.95 | 1.00  | 0.97  |      | 1.00 |      |      |      |
| Frt                    | 1.00 | 1.00 |      |      | 1.00 | 0.85  | 1.00  |      | 0.85 |      |      |      |
| Flt Protected          | 0.95 | 1.00 |      |      | 1.00 | 1.00  | 0.95  |      | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770 | 3539 |      |      | 3539 | 1583  | 3433  |      | 1583 |      |      |      |
| Flt Permitted          | 0.22 | 1.00 |      |      | 1.00 | 1.00  | 0.95  |      | 1.00 |      |      |      |
| Satd. Flow (perm)      | 408  | 3539 |      |      | 3539 | 1583  | 3433  |      | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 99   | 978  | 0    | 0    | 1085 | 837   | 415   | 0    | 141  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 0    | 301   | 0     | 0    | 124  | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 99   | 978  | 0    | 0    | 1085 | 536   | 415   | 0    | 17   | 0    | 0    | 0    |
| Turn Type              | Perm | NA   |      |      | NA   | Perm  | Prot  |      | Perm |      |      |      |
| Protected Phases       |      | 6    |      |      | 2    |       | 3     |      |      |      |      |      |
| Permitted Phases       | 6    |      |      |      |      | 2     |       |      | 3    |      |      |      |
| Actuated Green, G (s)  | 57.6 | 57.6 |      |      | 57.6 | 57.6  | 11.0  |      | 11.0 |      |      |      |
| Effective Green, g (s) | 57.6 | 57.6 |      |      | 57.6 | 57.6  | 11.0  |      | 11.0 |      |      |      |
| Actuated g/C Ratio     | 0.64 | 0.64 |      |      | 0.64 | 0.64  | 0.12  |      | 0.12 |      |      |      |
| Clearance Time (s)     | 5.4  | 5.4  |      |      | 5.4  | 5.4   | 5.0   |      | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0  | 3.0  |      |      | 3.0  | 3.0   | 3.0   |      | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 261  | 2264 |      |      | 2264 | 1013  | 419   |      | 193  |      |      |      |
| v/s Ratio Prot         |      | 0.28 |      |      | 0.31 |       | c0.12 |      |      |      |      |      |
| v/s Ratio Perm         | 0.24 |      |      |      |      | c0.34 |       |      | 0.01 |      |      |      |
| v/c Ratio              | 0.38 | 0.43 |      |      | 0.48 | 0.53  | 0.99  |      | 0.09 |      |      |      |
| Uniform Delay, d1      | 7.7  | 8.1  |      |      | 8.4  | 8.8   | 39.4  |      | 35.1 |      |      |      |
| Progression Factor     | 1.25 | 1.34 |      |      | 0.59 | 1.69  | 1.00  |      | 1.00 |      |      |      |
| Incremental Delay, d2  | 3.8  | 0.6  |      |      | 0.7  | 2.0   | 41.3  |      | 0.2  |      |      |      |
| Delay (s)              | 13.5 | 11.4 |      |      | 5.7  | 16.9  | 80.8  |      | 35.3 |      |      |      |
| Level of Service       | B    | B    |      |      | A    | B     | F     |      | D    |      |      |      |
| Approach Delay (s)     |      | 11.6 |      |      | 10.6 |       |       | 69.2 |      |      | 0.0  |      |
| Approach LOS           |      | B    |      |      | B    |       |       | E    |      |      | A    |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 20.0  | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.55  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 65.0% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL         | WBR         | NBT         | NBR         | SBL                  | SBT  |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations               |             |             | ↑↑          |             | ↘                    | ↑↑   |
| Volume (veh/h)                    | 0           | 0           | 285         | 42          | 90                   | 202  |
| Sign Control                      | Stop        |             | Free        |             |                      | Free |
| Grade                             | 0%          |             | 0%          |             |                      | 0%   |
| Peak Hour Factor                  | 0.92        | 0.92        | 0.92        | 0.92        | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0           | 0           | 310         | 46          | 98                   | 220  |
| Pedestrians                       |             |             |             |             |                      |      |
| Lane Width (ft)                   |             |             |             |             |                      |      |
| Walking Speed (ft/s)              |             |             |             |             |                      |      |
| Percent Blockage                  |             |             |             |             |                      |      |
| Right turn flare (veh)            |             |             |             |             |                      |      |
| Median type                       |             |             | None        |             |                      | None |
| Median storage (veh)              |             |             |             |             |                      |      |
| Upstream signal (ft)              |             |             |             |             |                      | 366  |
| pX, platoon unblocked             |             |             |             |             |                      |      |
| vC, conflicting volume            | 638         | 178         |             |             | 355                  |      |
| vC1, stage 1 conf vol             |             |             |             |             |                      |      |
| vC2, stage 2 conf vol             |             |             |             |             |                      |      |
| vCu, unblocked vol                | 638         | 178         |             |             | 355                  |      |
| tC, single (s)                    | 6.8         | 6.9         |             |             | 4.1                  |      |
| tC, 2 stage (s)                   |             |             |             |             |                      |      |
| tF (s)                            | 3.5         | 3.3         |             |             | 2.2                  |      |
| p0 queue free %                   | 100         | 100         |             |             | 92                   |      |
| cM capacity (veh/h)               | 376         | 835         |             |             | 1200                 |      |
| <b>Direction, Lane #</b>          | <b>NB 1</b> | <b>NB 2</b> | <b>SB 1</b> | <b>SB 2</b> | <b>SB 3</b>          |      |
| Volume Total                      | 207         | 149         | 98          | 110         | 110                  |      |
| Volume Left                       | 0           | 0           | 98          | 0           | 0                    |      |
| Volume Right                      | 0           | 46          | 0           | 0           | 0                    |      |
| cSH                               | 1700        | 1700        | 1200        | 1700        | 1700                 |      |
| Volume to Capacity                | 0.12        | 0.09        | 0.08        | 0.06        | 0.06                 |      |
| Queue Length 95th (ft)            | 0           | 0           | 7           | 0           | 0                    |      |
| Control Delay (s)                 | 0.0         | 0.0         | 8.3         | 0.0         | 0.0                  |      |
| Lane LOS                          |             |             | A           |             |                      |      |
| Approach Delay (s)                | 0.0         |             | 2.5         |             |                      |      |
| Approach LOS                      |             |             |             |             |                      |      |
| <b>Intersection Summary</b>       |             |             |             |             |                      |      |
| Average Delay                     |             |             | 1.2         |             |                      |      |
| Intersection Capacity Utilization |             |             | 20.9%       |             | ICU Level of Service | A    |
| Analysis Period (min)             |             |             | 15          |             |                      |      |

**Intersection**

Int Delay, s/veh 6.2

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 190  | 88   | 537  | 0    | 0    | 416  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 207  | 96   | 584  | 0    | 0    | 452  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 810    | 292    | 0      |
| Stage 1              | 584    | -      | -      |
| Stage 2              | 226    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | 4.14   |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | 2.22   |
| Pot Cap-1 Maneuver   | 318    | 704    | 987    |
| Stage 1              | 521    | -      | -      |
| Stage 2              | 790    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 318    | 704    | 987    |
| Mov Cap-2 Maneuver   | 318    | -      | -      |
| Stage 1              | 521    | -      | -      |
| Stage 2              | 790    | -      | -      |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 27.4 | 0  | 0  |
| HCM LOS              | D    |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 318   | 704   | 987 | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.649 | 0.136 | -   | -   |
| HCM Control Delay (s) | -   | -   | 35.1  | 10.9  | 0   | -   |
| HCM Lane LOS          | -   | -   | E     | B     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 4.3   | 0.5   | 0   | -   |

**Intersection**

Int Delay, s/veh 20.5

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 212  | 24   | 548  | 0    | 0    | 0    | 0    | 338  | 28   | 24   | 580  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 230  | 26   | 596  | 0    | 0    | 0    | 0    | 367  | 30   | 26   | 630  | 0    |

| Major/Minor          | Minor2 |      |      | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 867    | 1081 | 315  | 630    | 0 | 0 | 398    | 0 | 0 |
| Stage 1              | 683    | 683  | -    | -      | - | - | -      | - | - |
| Stage 2              | 184    | 398  | -    | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94 | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32 | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | 292    | 216  | 681  | 948    | - | - | 1157   | - | - |
| Stage 1              | 463    | 447  | -    | -      | - | - | -      | - | - |
| Stage 2              | 829    | 601  | -    | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |      |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | 282    | 0    | 681  | 948    | - | - | 1157   | - | - |
| Mov Cap-2 Maneuver   | 282    | 0    | -    | -      | - | - | -      | - | - |
| Stage 1              | 447    | 0    | -    | -      | - | - | -      | - | - |
| Stage 2              | 829    | 0    | -    | -      | - | - | -      | - | - |

| Approach             | EB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 45.6 | 0  | 0.4 |
| HCM LOS              | E    |    |     |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|-----|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 948 | -   | -   | 282   | 681   | 1157  | -   | -   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.863 | 0.894 | 0.023 | -   | -   |
| HCM Control Delay (s) | 0   | -   | -   | 63.9  | 38.3  | 8.2   | 0.1 | -   |
| HCM Lane LOS          | A   | -   | -   | F     | E     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0   | -   | -   | 7.4   | 11.3  | 0.1   | -   | -   |

# HCM Signalized Intersection Capacity Analysis

## 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕    | ↕↕↕  |      | ↕     | ↕    |
| Volume (vph)           | 26   | 1004  | 895  | 20   | 10    | 103  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3535  | 5068 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.91  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3207  | 5068 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 28   | 1091  | 973  | 22   | 11    | 112  |
| RTOR Reduction (vph)   | 0    | 0     | 2    | 0    | 0     | 104  |
| Lane Group Flow (vph)  | 0    | 1119  | 993  | 0    | 11    | 8    |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 57.6  | 57.6 |      | 6.4   | 6.4  |
| Effective Green, g (s) |      | 57.6  | 57.6 |      | 6.4   | 6.4  |
| Actuated g/C Ratio     |      | 0.64  | 0.64 |      | 0.07  | 0.07 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 2052  | 3243 |      | 125   | 112  |
| v/s Ratio Prot         |      |       | 0.20 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.35 |      |      |       | 0.01 |
| v/c Ratio              |      | 0.55  | 0.31 |      | 0.09  | 0.07 |
| Uniform Delay, d1      |      | 9.0   | 7.3  |      | 39.1  | 39.0 |
| Progression Factor     |      | 0.26  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 1.0   | 0.2  |      | 0.3   | 0.3  |
| Delay (s)              |      | 3.3   | 7.5  |      | 39.4  | 39.3 |
| Level of Service       |      | A     | A    |      | D     | D    |
| Approach Delay (s)     |      | 3.3   | 7.5  |      | 39.3  |      |
| Approach LOS           |      | A     | A    |      | D     |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 7.1   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.43  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 60.6% | ICU Level of Service      | B    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

Queues

1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



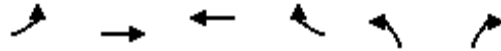
| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2 |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 568  | 63   | 639  | 541  | 349  | 313  | 916  |
| v/c Ratio               | 0.50 | 0.07 | 0.56 | 0.52 | 0.38 | 0.34 | 0.58 |
| Control Delay           | 26.5 | 8.2  | 27.5 | 12.9 | 7.9  | 10.7 | 1.5  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 26.5 | 8.2  | 27.5 | 12.9 | 7.9  | 10.7 | 1.5  |
| Queue Length 50th (ft)  | 136  | 14   | 156  | 164  | 65   | 84   | 0    |
| Queue Length 95th (ft)  | 186  | 31   | 211  | 248  | 122  | 134  | 0    |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |      |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |      |
| Base Capacity (vph)     | 1140 | 932  | 1140 | 1041 | 929  | 932  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.50 | 0.07 | 0.56 | 0.52 | 0.38 | 0.34 | 0.58 |

Intersection Summary

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL  | EBT  | WBT  | WBR  | NBL   | NBR  |
|-------------------------|------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 93   | 1485 | 676  | 567  | 277   | 105  |
| v/c Ratio               | 0.18 | 0.58 | 0.26 | 0.43 | 1.04  | 0.48 |
| Control Delay           | 6.1  | 8.0  | 2.9  | 1.4  | 107.7 | 16.3 |
| Queue Delay             | 0.0  | 0.1  | 0.6  | 0.5  | 0.0   | 1.3  |
| Total Delay             | 6.1  | 8.2  | 3.5  | 1.9  | 107.7 | 17.5 |
| Queue Length 50th (ft)  | 20   | 344  | 34   | 0    | ~88   | 0    |
| Queue Length 95th (ft)  | m37  | 201  | 50   | 4    | #167  | 49   |
| Internal Link Dist (ft) |      | 216  | 34   |      |       |      |
| Turn Bay Length (ft)    | 150  |      |      |      | 500   |      |
| Base Capacity (vph)     | 525  | 2572 | 2572 | 1305 | 267   | 219  |
| Starvation Cap Reductn  | 0    | 265  | 1413 | 332  | 0     | 0    |
| Spillback Cap Reductn   | 0    | 81   | 230  | 0    | 0     | 30   |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 0.18 | 0.64 | 0.58 | 0.58 | 1.04  | 0.56 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL  | NER  | NER2  |
|------------------------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑    | ↑    |      | ↑    | ↑     |
| Volume (vph)           | 523  | 58   | 0    | 588  | 462  | 357  | 0    | 288  | 843   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |      | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.99 | 0.85 |      | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1761 | 1504 |      | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1761 | 1504 |      | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)        | 568  | 63   | 0    | 639  | 502  | 388  | 0    | 313  | 916   |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 5    | 44   | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 568  | 63   | 0    | 639  | 536  | 305  | 0    | 313  | 916   |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |      | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |      |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |      | 2!   | Free  |
| Actuated Green, G (s)  | 29.0 | 53.0 |      | 29.0 | 53.0 | 53.0 |      | 53.0 | 90.0  |
| Effective Green, g (s) | 29.0 | 53.0 |      | 29.0 | 53.0 | 53.0 |      | 53.0 | 90.0  |
| Actuated g/C Ratio     | 0.32 | 0.59 |      | 0.32 | 0.59 | 0.59 |      | 0.59 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |      | 3.0  |       |
| Lane Grp Cap (vph)     | 1140 | 932  |      | 1140 | 1037 | 885  |      | 932  | 1583  |
| v/s Ratio Prot         | 0.16 | 0.04 |      | 0.18 | 0.30 |      |      |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.20 |      | 0.20 | c0.58 |
| v/c Ratio              | 0.50 | 0.07 |      | 0.56 | 0.52 | 0.35 |      | 0.34 | 0.58  |
| Uniform Delay, d1      | 24.6 | 7.9  |      | 25.2 | 10.9 | 9.5  |      | 9.5  | 0.0   |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  |
| Incremental Delay, d2  | 1.6  | 0.1  |      | 2.0  | 1.8  | 1.1  |      | 1.0  | 1.5   |
| Delay (s)              | 26.2 | 8.1  |      | 27.2 | 12.8 | 10.6 |      | 10.5 | 1.5   |
| Level of Service       | C    | A    |      | C    | B    | B    |      | B    | A     |
| Approach Delay (s)     | 24.4 |      |      | 27.2 | 11.9 |      | 3.8  |      |       |
| Approach LOS           | C    |      |      | C    | B    |      | A    |      |       |

### Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 14.2  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 0.64  |                           |     |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 62.5% | ICU Level of Service      | B   |
| Analysis Period (min)             | 15    |                           |     |

! Phase conflict between lane groups.

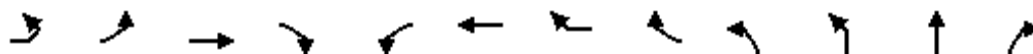
c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL   | EBT   | EBR  | WBL  | WBT    | WBR  | WBR2 | NBL2 | NBL    | NBT   | NBR   |
|------------------------|--------|-------|-------|------|------|--------|------|------|------|--------|-------|-------|
| Lane Configurations    |        | ↔     | ↕     | ↗    | ↖    | ↕      |      |      |      | ↔      | ↕     | ↗     |
| Volume (vph)           | 166    | 19    | 893   | 62   | 100  | 551    | 665  | 11   | 48   | 388    | 39    | 134   |
| Ideal Flow (vphpl)     | 1900   | 1900  | 1900  | 1900 | 1900 | 1900   | 1900 | 1900 | 1900 | 1900   | 1900  | 1900  |
| Total Lost time (s)    |        | 3.0   | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0   |
| Lane Util. Factor      |        | 1.00  | 0.95  | 1.00 | 1.00 | 0.95   |      |      |      | 0.95   | 0.95  | 1.00  |
| Frt                    |        | 1.00  | 1.00  | 0.85 | 1.00 | 0.92   |      |      |      | 1.00   | 1.00  | 0.85  |
| Flt Protected          |        | 0.95  | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.95   | 0.96  | 1.00  |
| Satd. Flow (prot)      |        | 1770  | 3539  | 1583 | 1770 | 3247   |      |      |      | 1681   | 1698  | 1583  |
| Flt Permitted          |        | 0.24  | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.14   | 0.96  | 1.00  |
| Satd. Flow (perm)      |        | 438   | 3539  | 1583 | 1770 | 3247   |      |      |      | 253    | 1698  | 1583  |
| Peak-hour factor, PHF  | 0.92   | 0.92  | 0.92  | 0.92 | 0.92 | 0.92   | 0.92 | 0.92 | 0.92 | 0.92   | 0.92  | 0.92  |
| Adj. Flow (vph)        | 180    | 21    | 971   | 67   | 109  | 599    | 723  | 12   | 52   | 422    | 42    | 146   |
| RTOR Reduction (vph)   | 0      | 0     | 0     | 46   | 0    | 1      | 0    | 0    | 0    | 0      | 0     | 93    |
| Lane Group Flow (vph)  | 0      | 201   | 971   | 21   | 109  | 1333   | 0    | 0    | 0    | 255    | 261   | 53    |
| Turn Type              | custom | Prot  | NA    | Perm | Prot | NA     |      |      | Perm | Split  | NA    | pm+ov |
| Protected Phases       |        | 1     | 6     |      | 5    | 2      |      |      |      | 3      | 3     | 5     |
| Permitted Phases       | 1      |       |       | 6    |      |        |      |      | 3    |        |       | 3     |
| Actuated Green, G (s)  |        | 17.0  | 32.7  | 32.7 | 9.8  | 26.5   |      |      |      | 28.0   | 28.0  | 37.8  |
| Effective Green, g (s) |        | 17.0  | 32.7  | 32.7 | 9.8  | 26.5   |      |      |      | 28.0   | 28.0  | 37.8  |
| Actuated g/C Ratio     |        | 0.16  | 0.31  | 0.31 | 0.09 | 0.25   |      |      |      | 0.27   | 0.27  | 0.36  |
| Clearance Time (s)     |        | 3.0   | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0   |
| Vehicle Extension (s)  |        | 3.0   | 5.0   | 5.0  | 3.0  | 5.0    |      |      |      | 3.0    | 3.0   | 3.0   |
| Lane Grp Cap (vph)     |        | 70    | 1102  | 492  | 165  | 819    |      |      |      | 67     | 452   | 569   |
| v/s Ratio Prot         |        |       | 0.27  |      | 0.06 | c0.41  |      |      |      |        | 0.15  | 0.01  |
| v/s Ratio Perm         |        | c0.46 |       | 0.01 |      |        |      |      |      | c1.01  |       | 0.02  |
| v/c Ratio              |        | 2.87  | 0.88  | 0.04 | 0.66 | 1.84dr |      |      |      | 3.81   | 0.58  | 0.09  |
| Uniform Delay, d1      |        | 44.0  | 34.3  | 25.2 | 46.0 | 39.2   |      |      |      | 38.5   | 33.4  | 22.2  |
| Progression Factor     |        | 1.00  | 1.00  | 1.00 | 1.00 | 1.00   |      |      |      | 1.00   | 1.00  | 1.00  |
| Incremental Delay, d2  |        | 879.9 | 10.2  | 0.2  | 9.5  | 288.1  |      |      |      | 1298.1 | 1.8   | 0.1   |
| Delay (s)              |        | 923.9 | 44.5  | 25.4 | 55.5 | 327.4  |      |      |      | 1336.6 | 35.2  | 22.3  |
| Level of Service       |        | F     | D     | C    | E    | F      |      |      |      | F      | D     | C     |
| Approach Delay (s)     |        |       | 186.1 |      |      | 306.9  |      |      |      |        | 533.6 |       |
| Approach LOS           |        |       | F     |      |      | F      |      |      |      |        | F     |       |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 294.3 | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 2.53  |                           |      |
| Actuated Cycle Length (s)         | 105.0 | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 81.2% | ICU Level of Service      | D    |
| Analysis Period (min)             | 15    |                           |      |

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement                    | SBL   | SBT  | SBR  | SBR2 |
|-----------------------------|-------|------|------|------|
| Lane Configurations         |       |      |      |      |
| Volume (vph)                | 47    | 73   | 9    | 29   |
| Ideal Flow (vphpl)          | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)         | 9.0   | 9.0  |      |      |
| Lane Util. Factor           | 1.00  | 0.95 |      |      |
| Frt                         | 1.00  | 0.95 |      |      |
| Flt Protected               | 0.95  | 1.00 |      |      |
| Satd. Flow (prot)           | 1770  | 3355 |      |      |
| Flt Permitted               | 0.95  | 1.00 |      |      |
| Satd. Flow (perm)           | 1770  | 3355 |      |      |
| Peak-hour factor, PHF       | 0.92  | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)             | 51    | 79   | 10   | 32   |
| RTOR Reduction (vph)        | 0     | 29   | 0    | 0    |
| Lane Group Flow (vph)       | 51    | 92   | 0    | 0    |
| Turn Type                   | Split | NA   |      |      |
| Protected Phases            | 4     | 4    |      |      |
| Permitted Phases            |       |      |      |      |
| Actuated Green, G (s)       | 8.5   | 8.5  |      |      |
| Effective Green, g (s)      | 8.5   | 8.5  |      |      |
| Actuated g/C Ratio          | 0.08  | 0.08 |      |      |
| Clearance Time (s)          | 9.0   | 9.0  |      |      |
| Vehicle Extension (s)       | 3.0   | 3.0  |      |      |
| Lane Grp Cap (vph)          | 143   | 271  |      |      |
| v/s Ratio Prot              | c0.03 | 0.03 |      |      |
| v/s Ratio Perm              |       |      |      |      |
| v/c Ratio                   | 0.36  | 0.34 |      |      |
| Uniform Delay, d1           | 45.7  | 45.6 |      |      |
| Progression Factor          | 1.00  | 1.00 |      |      |
| Incremental Delay, d2       | 1.5   | 0.7  |      |      |
| Delay (s)                   | 47.2  | 46.3 |      |      |
| Level of Service            | D     | D    |      |      |
| Approach Delay (s)          |       | 46.6 |      |      |
| Approach LOS                |       | D    |      |      |
| <b>Intersection Summary</b> |       |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|-------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |       |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 193   | 1135  | 4    | 5    | 879   | 171  | 22   | 48   | 25   | 212  | 1     | 190  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95  |      | 1.00 | 0.95  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00  |      | 1.00 | 0.98  |      |      | 0.96 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00  |      | 0.95 | 1.00  |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3538  |      | 1770 | 3453  |      |      | 1776 |      |      | 1774  | 1583 |
| Flt Permitted          | 0.17  | 1.00  |      | 0.22 | 1.00  |      |      | 0.91 |      |      | 0.73  | 1.00 |
| Satd. Flow (perm)      | 310   | 3538  |      | 417  | 3453  |      |      | 1635 |      |      | 1365  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 210   | 1234  | 4    | 5    | 955   | 186  | 24   | 52   | 27   | 230  | 1     | 207  |
| RTOR Reduction (vph)   | 0     | 0     | 0    | 0    | 29    | 0    | 0    | 19   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 210   | 1238  | 0    | 5    | 1112  | 0    | 0    | 84   | 0    | 0    | 231   | 207  |
| Turn Type              | pm+pt | NA    |      | Perm | NA    |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4     |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |       |      | 8    |       |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 30.0  | 30.0  |      | 20.0 | 20.0  |      |      | 17.0 |      |      | 17.0  | 55.0 |
| Effective Green, g (s) | 30.0  | 30.0  |      | 20.0 | 20.0  |      |      | 17.0 |      |      | 17.0  | 55.0 |
| Actuated g/C Ratio     | 0.55  | 0.55  |      | 0.36 | 0.36  |      |      | 0.31 |      |      | 0.31  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      | 3.0  | 3.0   |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 328   | 1929  |      | 151  | 1255  |      |      | 505  |      |      | 421   | 1583 |
| v/s Ratio Prot         | 0.07  | c0.35 |      |      | c0.32 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | 0.28  |       |      | 0.01 |       |      |      | 0.05 |      |      | c0.17 | 0.13 |
| v/c Ratio              | 0.64  | 0.64  |      | 0.03 | 0.89  |      |      | 0.17 |      |      | 0.55  | 0.13 |
| Uniform Delay, d1      | 9.9   | 8.7   |      | 11.3 | 16.4  |      |      | 13.8 |      |      | 15.8  | 0.0  |
| Progression Factor     | 1.00  | 1.00  |      | 1.00 | 1.00  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 4.2   | 0.7   |      | 0.1  | 7.8   |      |      | 0.7  |      |      | 5.1   | 0.2  |
| Delay (s)              | 14.1  | 9.5   |      | 11.4 | 24.2  |      |      | 14.6 |      |      | 20.9  | 0.2  |
| Level of Service       | B     | A     |      | B    | C     |      |      | B    |      |      | C     | A    |
| Approach Delay (s)     |       | 10.1  |      |      | 24.2  |      |      | 14.6 |      |      | 11.1  |      |
| Approach LOS           |       | B     |      |      | C     |      |      | B    |      |      | B     |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 15.6  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.74  |                           |      |
| Actuated Cycle Length (s)         | 55.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 68.9% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      | ↑↑   | ↑    | ↑    | ↑↑    |      |      |      |      | ↑     | ↑    |      |
| Volume (vph)           | 0    | 897  | 241  | 21   | 972   | 0    | 0    | 0    | 0    | 506   | 13   | 68   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95 |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.96 |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1648 |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1648 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 0    | 975  | 262  | 23   | 1057  | 0    | 0    | 0    | 0    | 550   | 14   | 74   |
| RTOR Reduction (vph)   | 0    | 0    | 117  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 14   | 0    |
| Lane Group Flow (vph)  | 0    | 975  | 145  | 23   | 1057  | 0    | 0    | 0    | 0    | 324   | 300  | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA   |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4    |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |      |      |
| Actuated Green, G (s)  |      | 49.9 | 49.9 | 2.5  | 56.4  |      |      |      |      | 23.7  | 23.7 |      |
| Effective Green, g (s) |      | 49.9 | 49.9 | 2.5  | 56.4  |      |      |      |      | 23.7  | 23.7 |      |
| Actuated g/C Ratio     |      | 0.55 | 0.55 | 0.03 | 0.63  |      |      |      |      | 0.26  | 0.26 |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     |      | 1962 | 877  | 49   | 2217  |      |      |      |      | 442   | 433  |      |
| v/s Ratio Prot         |      | 0.28 |      | 0.01 | c0.30 |      |      |      |      |       |      |      |
| v/s Ratio Perm         |      |      | 0.09 |      |       |      |      |      |      | c0.19 | 0.18 |      |
| v/c Ratio              |      | 0.50 | 0.17 | 0.47 | 0.48  |      |      |      |      | 0.73  | 0.69 |      |
| Uniform Delay, d1      |      | 12.3 | 9.8  | 43.1 | 8.9   |      |      |      |      | 30.3  | 29.9 |      |
| Progression Factor     |      | 1.00 | 1.00 | 1.10 | 1.08  |      |      |      |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  |      | 0.9  | 0.4  | 6.4  | 0.1   |      |      |      |      | 6.2   | 4.8  |      |
| Delay (s)              |      | 13.2 | 10.2 | 53.8 | 9.8   |      |      |      |      | 36.5  | 34.6 |      |
| Level of Service       |      | B    | B    | D    | A     |      |      |      |      | D     | C    |      |
| Approach Delay (s)     |      | 12.6 |      |      | 10.7  |      |      | 0.0  |      |       | 35.6 |      |
| Approach LOS           |      | B    |      |      | B     |      |      | A    |      |       | D    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 16.9  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.58  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 86.6% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|------|------|------|-------|------|------|------|------|------|
| Lane Configurations    | ↰    | ↕     |      |      | ↕    | ↰    | ↰     |      | ↰    |      |      |      |
| Volume (vph)           | 86   | 1366  | 0    | 0    | 622  | 522  | 255   | 0    | 97   | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4  | 5.4   |      |      | 5.4  | 5.4  | 5.0   |      | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00 | 0.95  |      |      | 0.95 | 1.00 | 0.97  |      | 1.00 |      |      |      |
| Frt                    | 1.00 | 1.00  |      |      | 1.00 | 0.85 | 1.00  |      | 0.85 |      |      |      |
| Flt Protected          | 0.95 | 1.00  |      |      | 1.00 | 1.00 | 0.95  |      | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770 | 3539  |      |      | 3539 | 1583 | 3433  |      | 1583 |      |      |      |
| Flt Permitted          | 0.39 | 1.00  |      |      | 1.00 | 1.00 | 0.95  |      | 1.00 |      |      |      |
| Satd. Flow (perm)      | 722  | 3539  |      |      | 3539 | 1583 | 3433  |      | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 93   | 1485  | 0    | 0    | 676  | 567  | 277   | 0    | 105  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0    | 0     | 0    | 0    | 0    | 166  | 0     | 0    | 97   | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 93   | 1485  | 0    | 0    | 676  | 401  | 277   | 0    | 8    | 0    | 0    | 0    |
| Turn Type              | Perm | NA    |      |      | NA   | Perm | Prot  |      | Perm |      |      |      |
| Protected Phases       |      | 6     |      |      | 2    |      | 3     |      |      |      |      |      |
| Permitted Phases       | 6    |       |      |      |      | 2    |       |      | 3    |      |      |      |
| Actuated Green, G (s)  | 63.6 | 63.6  |      |      | 63.6 | 63.6 | 7.0   |      | 7.0  |      |      |      |
| Effective Green, g (s) | 63.6 | 63.6  |      |      | 63.6 | 63.6 | 7.0   |      | 7.0  |      |      |      |
| Actuated g/C Ratio     | 0.71 | 0.71  |      |      | 0.71 | 0.71 | 0.08  |      | 0.08 |      |      |      |
| Clearance Time (s)     | 5.4  | 5.4   |      |      | 5.4  | 5.4  | 5.0   |      | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0  | 3.0   |      |      | 3.0  | 3.0  | 3.0   |      | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 510  | 2500  |      |      | 2500 | 1118 | 267   |      | 123  |      |      |      |
| v/s Ratio Prot         |      | c0.42 |      |      | 0.19 |      | c0.08 |      |      |      |      |      |
| v/s Ratio Perm         | 0.13 |       |      |      |      | 0.25 |       |      | 0.01 |      |      |      |
| v/c Ratio              | 0.18 | 0.59  |      |      | 0.27 | 0.36 | 1.04  |      | 0.07 |      |      |      |
| Uniform Delay, d1      | 4.4  | 6.7   |      |      | 4.8  | 5.2  | 41.5  |      | 38.5 |      |      |      |
| Progression Factor     | 1.02 | 1.05  |      |      | 0.55 | 0.65 | 1.00  |      | 1.00 |      |      |      |
| Incremental Delay, d2  | 0.7  | 0.9   |      |      | 0.3  | 0.9  | 65.2  |      | 0.2  |      |      |      |
| Delay (s)              | 5.3  | 8.0   |      |      | 2.9  | 4.3  | 106.7 |      | 38.7 |      |      |      |
| Level of Service       | A    | A     |      |      | A    | A    | F     |      | D    |      |      |      |
| Approach Delay (s)     |      | 7.8   |      |      | 3.5  |      |       | 88.0 |      |      | 0.0  |      |
| Approach LOS           |      | A     |      |      | A    |      |       | F    |      |      | A    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 15.7  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.60  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 52.9% | ICU Level of Service      | A    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL  | WBR  | NBT   | NBR  | SBL                  | SBT  |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations               |      |      | ↑↑    |      | ↑                    | ↑↑   |
| Volume (veh/h)                    | 0    | 0    | 668   | 89   | 74                   | 122  |
| Sign Control                      | Stop |      | Free  |      |                      | Free |
| Grade                             | 0%   |      | 0%    |      |                      | 0%   |
| Peak Hour Factor                  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0    | 0    | 726   | 97   | 80                   | 133  |
| Pedestrians                       |      |      |       |      |                      |      |
| Lane Width (ft)                   |      |      |       |      |                      |      |
| Walking Speed (ft/s)              |      |      |       |      |                      |      |
| Percent Blockage                  |      |      |       |      |                      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |
| Median type                       |      |      | None  |      |                      | None |
| Median storage (veh)              |      |      |       |      |                      |      |
| Upstream signal (ft)              |      |      |       |      |                      | 366  |
| pX, platoon unblocked             |      |      |       |      |                      |      |
| vC, conflicting volume            | 1002 | 411  |       |      | 823                  |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |
| vCu, unblocked vol                | 1002 | 411  |       |      | 823                  |      |
| tC, single (s)                    | 6.8  | 6.9  |       |      | 4.1                  |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |
| tF (s)                            | 3.5  | 3.3  |       |      | 2.2                  |      |
| p0 queue free %                   | 100  | 100  |       |      | 90                   |      |
| cM capacity (veh/h)               | 215  | 590  |       |      | 803                  |      |
| Direction, Lane #                 | NB 1 | NB 2 | SB 1  | SB 2 | SB 3                 |      |
| Volume Total                      | 484  | 339  | 80    | 66   | 66                   |      |
| Volume Left                       | 0    | 0    | 80    | 0    | 0                    |      |
| Volume Right                      | 0    | 97   | 0     | 0    | 0                    |      |
| cSH                               | 1700 | 1700 | 803   | 1700 | 1700                 |      |
| Volume to Capacity                | 0.28 | 0.20 | 0.10  | 0.04 | 0.04                 |      |
| Queue Length 95th (ft)            | 0    | 0    | 8     | 0    | 0                    |      |
| Control Delay (s)                 | 0.0  | 0.0  | 10.0  | 0.0  | 0.0                  |      |
| Lane LOS                          |      |      | A     |      |                      |      |
| Approach Delay (s)                | 0.0  |      | 3.8   |      |                      |      |
| Approach LOS                      |      |      |       |      |                      |      |
| Intersection Summary              |      |      |       |      |                      |      |
| Average Delay                     |      |      | 0.8   |      |                      |      |
| Intersection Capacity Utilization |      |      | 32.1% |      | ICU Level of Service | A    |
| Analysis Period (min)             |      |      | 15    |      |                      |      |

**Intersection**

Int Delay, s/veh 2.1

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 48   | 83   | 1021 | 0    | 0    | 277  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 52   | 90   | 1110 | 0    | 0    | 301  |

| Major/Minor          | Minor1 | Minor2 | Major1 | Major2 | Major3 | Major4 |
|----------------------|--------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 1261   | 555    | 0      | 0      | 1110   | 0      |
| Stage 1              | 1110   | -      | -      | -      | -      | -      |
| Stage 2              | 151    | -      | -      | -      | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      | -      | 4.14   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      | -      | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      | -      | 2.22   | -      |
| Pot Cap-1 Maneuver   | 162    | 475    | -      | -      | 625    | -      |
| Stage 1              | 277    | -      | -      | -      | -      | -      |
| Stage 2              | 861    | -      | -      | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 162    | 475    | -      | -      | 625    | -      |
| Mov Cap-2 Maneuver   | 162    | -      | -      | -      | -      | -      |
| Stage 1              | 277    | -      | -      | -      | -      | -      |
| Stage 2              | 861    | -      | -      | -      | -      | -      |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 22.8 | 0  | 0  |
| HCM LOS              | C    |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 162   | 475   | 625 | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.322 | 0.19  | -   | -   |
| HCM Control Delay (s) | -   | -   | 37.4  | 14.3  | 0   | -   |
| HCM Lane LOS          | -   | -   | E     | B     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 1.3   | 0.7   | 0   | -   |

**Intersection**

Int Delay, s/veh 12.5

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 269  | 13   | 277  | 0    | 0    | 0    | 0    | 730  | 15   | 11   | 312  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 292  | 14   | 301  | 0    | 0    | 0    | 0    | 793  | 16   | 12   | 339  | 0    |

| Major/Minor          | Minor2 |      |      | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 760    | 1173 | 170  | 339    | 0 | 0 | 810    | 0 | 0 |
| Stage 1              | 363    | 363  | -    | -      | - | - | -      | - | - |
| Stage 2              | 397    | 810  | -    | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94 | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32 | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | 342    | 191  | 844  | 1217   | - | - | 812    | - | - |
| Stage 1              | 674    | 623  | -    | -      | - | - | -      | - | - |
| Stage 2              | 648    | 391  | -    | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |      |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | 336    | 0    | 844  | 1217   | - | - | 812    | - | - |
| Mov Cap-2 Maneuver   | 336    | 0    | -    | -      | - | - | -      | - | - |
| Stage 1              | 662    | 0    | -    | -      | - | - | -      | - | - |
| Stage 2              | 648    | 0    | -    | -      | - | - | -      | - | - |

| Approach             | EB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 36.1 | 0  | 0.4 |
| HCM LOS              | E    |    |     |

| Minor Lane/Major Mvmt | NBL  | NBT | NBR | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1217 | -   | -   | 336   | 844   | 812   | -   | -   |
| HCM Lane V/C Ratio    | -    | -   | -   | 0.891 | 0.365 | 0.015 | -   | -   |
| HCM Control Delay (s) | 0    | -   | -   | 61.2  | 11.7  | 9.5   | 0.1 | -   |
| HCM Lane LOS          | A    | -   | -   | F     | B     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0    | -   | -   | 8.6   | 1.7   | 0     | -   | -   |



HCM Signalized Intersection Capacity Analysis  
 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕    | ↕↕↕  |      | ↘     | ↘    |
| Volume (vph)           | 31   | 1432  | 591  | 25   | 13    | 31   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 0.99 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3535  | 5055 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.93  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3277  | 5055 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 34   | 1557  | 642  | 27   | 14    | 34   |
| RTOR Reduction (vph)   | 0    | 0     | 3    | 0    | 0     | 32   |
| Lane Group Flow (vph)  | 0    | 1591  | 666  | 0    | 14    | 2    |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 63.6  | 63.6 |      | 4.4   | 4.4  |
| Effective Green, g (s) |      | 63.6  | 63.6 |      | 4.4   | 4.4  |
| Actuated g/C Ratio     |      | 0.71  | 0.71 |      | 0.05  | 0.05 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 2315  | 3572 |      | 86    | 77   |
| v/s Ratio Prot         |      |       | 0.13 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.49 |      |      |       | 0.00 |
| v/c Ratio              |      | 0.69  | 0.19 |      | 0.16  | 0.02 |
| Uniform Delay, d1      |      | 7.5   | 4.5  |      | 41.0  | 40.8 |
| Progression Factor     |      | 0.20  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 1.4   | 0.1  |      | 0.9   | 0.1  |
| Delay (s)              |      | 2.9   | 4.6  |      | 41.9  | 40.9 |
| Level of Service       |      | A     | A    |      | D     | D    |
| Approach Delay (s)     |      | 2.9   | 4.6  |      | 41.2  |      |
| Approach LOS           |      | A     | A    |      | D     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 4.2   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.59  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 71.1% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

Queues

1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2 |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 415  | 53   | 966  | 202  | 186  | 139  | 1568 |
| v/c Ratio               | 0.20 | 0.10 | 0.47 | 0.34 | 0.30 | 0.26 | 0.99 |
| Control Delay           | 9.4  | 21.4 | 12.0 | 20.3 | 4.8  | 23.6 | 23.7 |
| Queue Delay             | 0.0  | 0.0  | 0.6  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 9.4  | 21.4 | 12.6 | 20.3 | 4.8  | 23.6 | 23.7 |
| Queue Length 50th (ft)  | 54   | 21   | 155  | 69   | 0    | 57   | 0    |
| Queue Length 95th (ft)  | 78   | 47   | 202  | 127  | 46   | 104  | #238 |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |      |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |      |
| Base Capacity (vph)     | 2044 | 527  | 2044 | 592  | 625  | 527  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 650  | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.20 | 0.10 | 0.69 | 0.34 | 0.30 | 0.26 | 0.99 |

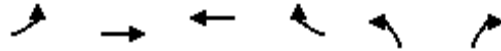
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL  | EBT  | WBT  | WBR  | NBL  | NBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 99   | 980  | 1088 | 837  | 418  | 141  |
| v/c Ratio               | 0.38 | 0.43 | 0.47 | 0.63 | 1.00 | 0.44 |
| Control Delay           | 16.2 | 11.8 | 5.9  | 3.6  | 84.7 | 11.5 |
| Queue Delay             | 0.0  | 0.4  | 0.6  | 0.3  | 0.0  | 0.9  |
| Total Delay             | 16.2 | 12.2 | 6.4  | 3.9  | 84.7 | 12.4 |
| Queue Length 50th (ft)  | 32   | 168  | 68   | 38   | 124  | 0    |
| Queue Length 95th (ft)  | m57  | 204  | 102  | 112  | #220 | 53   |
| Internal Link Dist (ft) |      | 216  | 34   |      |      |      |
| Turn Bay Length (ft)    | 150  |      |      |      | 500  |      |
| Base Capacity (vph)     | 263  | 2300 | 2300 | 1321 | 419  | 317  |
| Starvation Cap Reductn  | 0    | 713  | 729  | 107  | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 293  | 0    | 0    | 51   |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.38 | 0.62 | 0.69 | 0.69 | 1.00 | 0.53 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL  | NER  | NER2  |
|------------------------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑    | ↑    |      | ↑    | ↑     |
| Volume (vph)           | 382  | 49   | 0    | 889  | 116  | 241  | 0    | 128  | 1443  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |      | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.94 | 0.85 |      | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1704 | 1504 |      | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1704 | 1504 |      | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)        | 415  | 53   | 0    | 966  | 126  | 262  | 0    | 139  | 1568  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 24   | 124  | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 415  | 53   | 0    | 966  | 178  | 62   | 0    | 139  | 1568  |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |      | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |      |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |      | 2!   | Free  |
| Actuated Green, G (s)  | 52.0 | 30.0 |      | 52.0 | 30.0 | 30.0 |      | 30.0 | 90.0  |
| Effective Green, g (s) | 52.0 | 30.0 |      | 52.0 | 30.0 | 30.0 |      | 30.0 | 90.0  |
| Actuated g/C Ratio     | 0.58 | 0.33 |      | 0.58 | 0.33 | 0.33 |      | 0.33 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |      | 3.0  |       |
| Lane Grp Cap (vph)     | 2044 | 527  |      | 2044 | 568  | 501  |      | 527  | 1583  |
| v/s Ratio Prot         | 0.12 | 0.03 |      | 0.27 | 0.10 |      |      |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.04 |      | 0.09 | c0.99 |
| v/c Ratio              | 0.20 | 0.10 |      | 0.47 | 0.31 | 0.12 |      | 0.26 | 0.99  |
| Uniform Delay, d1      | 9.1  | 20.7 |      | 11.0 | 22.3 | 20.9 |      | 21.9 | 0.0   |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  |
| Incremental Delay, d2  | 0.2  | 0.4  |      | 0.8  | 1.4  | 0.5  |      | 1.2  | 20.5  |
| Delay (s)              | 9.3  | 21.1 |      | 11.8 | 23.8 | 21.4 |      | 23.1 | 20.5  |
| Level of Service       | A    | C    |      | B    | C    | C    |      | C    | C     |
| Approach Delay (s)     | 10.6 |      |      | 11.8 | 22.6 |      | 20.7 |      |       |
| Approach LOS           | B    |      |      | B    | C    |      | C    |      |       |

### Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 17.1  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 1.09  |                           |     |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 99.3% | ICU Level of Service      | F   |
| Analysis Period (min)             | 15    |                           |     |

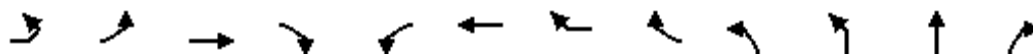
! Phase conflict between lane groups.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | WBR2 | NBL2 | NBL   | NBT   | NBR  |       |
|------------------------|--------|-------|-------|------|------|-------|------|------|------|-------|-------|------|-------|
| Lane Configurations    |        | ↔     | ↕     | ↗    | ↖    | ↕     |      |      |      | ↔     | ↕     | ↗    |       |
| Volume (vph)           | 174    | 12    | 427   | 102  | 136  | 851   | 639  | 17   | 21   | 191   | 21    | 35   |       |
| Ideal Flow (vphpl)     | 1900   | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |       |
| Total Lost time (s)    |        | 3.0   | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0   | 8.0   | 4.0  |       |
| Lane Util. Factor      |        | 1.00  | 0.95  | 1.00 | 1.00 | 0.95  |      |      |      | 0.95  | 0.95  | 1.00 |       |
| Frt                    |        | 1.00  | 1.00  | 0.85 | 1.00 | 0.93  |      |      |      | 1.00  | 1.00  | 0.85 |       |
| Flt Protected          |        | 0.95  | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.95  | 0.96  | 1.00 |       |
| Satd. Flow (prot)      |        | 1770  | 3539  | 1583 | 1770 | 3308  |      |      |      | 1681  | 1700  | 1583 |       |
| Flt Permitted          |        | 0.15  | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.57  | 0.96  | 1.00 |       |
| Satd. Flow (perm)      |        | 281   | 3539  | 1583 | 1770 | 3308  |      |      |      | 1011  | 1700  | 1583 |       |
| Peak-hour factor, PHF  | 0.92   | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |       |
| Adj. Flow (vph)        | 189    | 13    | 464   | 111  | 148  | 925   | 695  | 18   | 23   | 208   | 23    | 38   |       |
| RTOR Reduction (vph)   | 0      | 0     | 0     | 59   | 0    | 1     | 0    | 0    | 0    | 0     | 0     | 31   |       |
| Lane Group Flow (vph)  | 0      | 202   | 464   | 52   | 148  | 1637  | 0    | 0    | 0    | 125   | 129   | 7    |       |
| Turn Type              | custom | Prot  | NA    | Perm | Prot | NA    |      |      |      | Perm  | Split | NA   | pm+ov |
| Protected Phases       |        | 1     | 6     |      | 5    | 2     |      |      |      | 3     | 3     | 3    | 5     |
| Permitted Phases       | 1      |       |       | 6    |      |       |      |      | 3    |       |       |      | 3     |
| Actuated Green, G (s)  |        | 31.0  | 48.8  | 48.8 | 13.3 | 32.1  |      |      |      | 7.0   | 7.0   | 20.3 |       |
| Effective Green, g (s) |        | 31.0  | 48.8  | 48.8 | 13.3 | 32.1  |      |      |      | 7.0   | 7.0   | 20.3 |       |
| Actuated g/C Ratio     |        | 0.30  | 0.46  | 0.46 | 0.13 | 0.31  |      |      |      | 0.07  | 0.07  | 0.19 |       |
| Clearance Time (s)     |        | 3.0   | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0   | 8.0   | 4.0  |       |
| Vehicle Extension (s)  |        | 3.0   | 5.0   | 5.0  | 3.0  | 5.0   |      |      |      | 3.0   | 3.0   | 3.0  |       |
| Lane Grp Cap (vph)     |        | 82    | 1644  | 735  | 224  | 1011  |      |      |      | 67    | 113   | 306  |       |
| v/s Ratio Prot         |        |       | 0.13  |      | 0.08 | c0.49 |      |      |      |       | 0.08  | 0.00 |       |
| v/s Ratio Perm         |        | c0.72 |       | 0.03 |      |       |      |      |      | c0.12 |       | 0.00 |       |
| v/c Ratio              |        | 2.46  | 0.28  | 0.07 | 0.66 | 1.62  |      |      |      | 1.87  | 1.14  | 0.02 |       |
| Uniform Delay, d1      |        | 37.0  | 17.3  | 15.5 | 43.7 | 36.5  |      |      |      | 49.0  | 49.0  | 34.3 |       |
| Progression Factor     |        | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  |      |      |      | 1.00  | 1.00  | 1.00 |       |
| Incremental Delay, d2  |        | 693.6 | 0.4   | 0.2  | 7.1  | 283.4 |      |      |      | 440.7 | 127.8 | 0.0  |       |
| Delay (s)              |        | 730.6 | 17.7  | 15.7 | 50.8 | 319.8 |      |      |      | 489.7 | 176.8 | 34.4 |       |
| Level of Service       |        | F     | B     | B    | D    | F     |      |      |      | F     | F     | C    |       |
| Approach Delay (s)     |        |       | 202.8 |      |      | 297.5 |      |      |      |       | 292.2 |      |       |
| Approach LOS           |        |       | F     |      |      | F     |      |      |      |       | F     |      |       |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 251.5 | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 1.84  |                           |      |
| Actuated Cycle Length (s)         | 105.0 | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 88.3% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

HCM Signalized Intersection Capacity Analysis  
 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | SBL   | SBT   | SBR  | SBR2 |
|------------------------|-------|-------|------|------|
| Lane Configurations    |       |       |      |      |
| Volume (vph)           | 72    | 116   | 15   | 51   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 9.0   | 9.0   |      |      |
| Lane Util. Factor      | 1.00  | 0.95  |      |      |
| Frt                    | 1.00  | 0.95  |      |      |
| Flt Protected          | 0.95  | 1.00  |      |      |
| Satd. Flow (prot)      | 1770  | 3348  |      |      |
| Flt Permitted          | 0.95  | 1.00  |      |      |
| Satd. Flow (perm)      | 1770  | 3348  |      |      |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 78    | 126   | 16   | 55   |
| RTOR Reduction (vph)   | 0     | 39    | 0    | 0    |
| Lane Group Flow (vph)  | 78    | 158   | 0    | 0    |
| Turn Type              | Split | NA    |      |      |
| Protected Phases       | 4     | 4     |      |      |
| Permitted Phases       |       |       |      |      |
| Actuated Green, G (s)  | 9.9   | 9.9   |      |      |
| Effective Green, g (s) | 9.9   | 9.9   |      |      |
| Actuated g/C Ratio     | 0.09  | 0.09  |      |      |
| Clearance Time (s)     | 9.0   | 9.0   |      |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      |      |
| Lane Grp Cap (vph)     | 166   | 315   |      |      |
| v/s Ratio Prot         | 0.04  | c0.05 |      |      |
| v/s Ratio Perm         |       |       |      |      |
| v/c Ratio              | 0.47  | 0.50  |      |      |
| Uniform Delay, d1      | 45.1  | 45.2  |      |      |
| Progression Factor     | 1.00  | 1.00  |      |      |
| Incremental Delay, d2  | 2.1   | 1.3   |      |      |
| Delay (s)              | 47.2  | 46.5  |      |      |
| Level of Service       | D     | D     |      |      |
| Approach Delay (s)     |       | 46.7  |      |      |
| Approach LOS           |       | D     |      |      |

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|-------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |       |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 92    | 707   | 6    | 3    | 1290  | 113  | 10   | 45   | 32   | 174  | 0     | 165  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95  |      | 1.00 | 0.95  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00  |      | 1.00 | 0.99  |      |      | 0.95 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00  |      | 0.95 | 1.00  |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3534  |      | 1770 | 3496  |      |      | 1760 |      |      | 1770  | 1583 |
| Flt Permitted          | 0.12  | 1.00  |      | 0.36 | 1.00  |      |      | 0.96 |      |      | 0.77  | 1.00 |
| Satd. Flow (perm)      | 231   | 3534  |      | 667  | 3496  |      |      | 1706 |      |      | 1437  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 100   | 768   | 7    | 3    | 1402  | 123  | 11   | 49   | 35   | 189  | 0     | 179  |
| RTOR Reduction (vph)   | 0     | 1     | 0    | 0    | 11    | 0    | 0    | 25   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 100   | 774   | 0    | 3    | 1514  | 0    | 0    | 70   | 0    | 0    | 189   | 179  |
| Turn Type              | pm+pt | NA    |      | Perm | NA    |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4     |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |       |      | 8    |       |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 35.5  | 35.5  |      | 28.3 | 28.3  |      |      | 16.5 |      |      | 16.5  | 60.0 |
| Effective Green, g (s) | 35.5  | 35.5  |      | 28.3 | 28.3  |      |      | 16.5 |      |      | 16.5  | 60.0 |
| Actuated g/C Ratio     | 0.59  | 0.59  |      | 0.47 | 0.47  |      |      | 0.28 |      |      | 0.28  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      | 3.0  | 3.0   |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 218   | 2090  |      | 314  | 1648  |      |      | 469  |      |      | 395   | 1583 |
| v/s Ratio Prot         | 0.02  | c0.22 |      |      | c0.43 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | 0.25  |       |      | 0.00 |       |      |      | 0.04 |      |      | c0.13 | 0.11 |
| v/c Ratio              | 0.46  | 0.37  |      | 0.01 | 0.92  |      |      | 0.15 |      |      | 0.48  | 0.11 |
| Uniform Delay, d1      | 11.3  | 6.4   |      | 8.4  | 14.8  |      |      | 16.4 |      |      | 18.2  | 0.0  |
| Progression Factor     | 1.00  | 1.00  |      | 1.00 | 1.00  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 1.5   | 0.1   |      | 0.0  | 8.6   |      |      | 0.7  |      |      | 4.1   | 0.1  |
| Delay (s)              | 12.8  | 6.5   |      | 8.4  | 23.4  |      |      | 17.1 |      |      | 22.3  | 0.1  |
| Level of Service       | B     | A     |      | A    | C     |      |      | B    |      |      | C     | A    |
| Approach Delay (s)     |       | 7.2   |      |      | 23.3  |      |      | 17.1 |      |      | 11.5  |      |
| Approach LOS           |       | A     |      |      | C     |      |      | B    |      |      | B     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 16.7  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.74  |                           |      |
| Actuated Cycle Length (s)         | 60.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 70.7% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      | ↑↑   | ↑    | ↑    | ↑↑    |      |      |      |      | ↑     | ↑    |      |
| Volume (vph)           | 0    | 475  | 189  | 38   | 1321  | 0    | 0    | 0    | 0    | 499   | 4    | 142  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95 |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.93 |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1607 |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1607 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 0    | 516  | 205  | 41   | 1436  | 0    | 0    | 0    | 0    | 542   | 4    | 154  |
| RTOR Reduction (vph)   | 0    | 0    | 98   | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 23   | 0    |
| Lane Group Flow (vph)  | 0    | 516  | 107  | 41   | 1436  | 0    | 0    | 0    | 0    | 358   | 319  | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA   |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4    |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |      |      |
| Actuated Green, G (s)  |      | 47.1 | 47.1 | 4.1  | 55.2  |      |      |      |      | 24.9  | 24.9 |      |
| Effective Green, g (s) |      | 47.1 | 47.1 | 4.1  | 55.2  |      |      |      |      | 24.9  | 24.9 |      |
| Actuated g/C Ratio     |      | 0.52 | 0.52 | 0.05 | 0.61  |      |      |      |      | 0.28  | 0.28 |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     |      | 1852 | 828  | 80   | 2170  |      |      |      |      | 465   | 444  |      |
| v/s Ratio Prot         |      | 0.15 |      | 0.02 | c0.41 |      |      |      |      |       |      |      |
| v/s Ratio Perm         |      |      | 0.07 |      |       |      |      |      |      | c0.21 | 0.20 |      |
| v/c Ratio              |      | 0.28 | 0.13 | 0.51 | 0.66  |      |      |      |      | 0.77  | 0.72 |      |
| Uniform Delay, d1      |      | 12.0 | 11.0 | 42.0 | 11.3  |      |      |      |      | 29.9  | 29.4 |      |
| Progression Factor     |      | 1.00 | 1.00 | 1.25 | 0.95  |      |      |      |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  |      | 0.4  | 0.3  | 4.3  | 0.6   |      |      |      |      | 7.5   | 5.5  |      |
| Delay (s)              |      | 12.3 | 11.3 | 56.8 | 11.4  |      |      |      |      | 37.5  | 34.9 |      |
| Level of Service       |      | B    | B    | E    | B     |      |      |      |      | D     | C    |      |
| Approach Delay (s)     |      | 12.0 |      |      | 12.6  |      |      | 0.0  |      |       | 36.2 |      |
| Approach LOS           |      | B    |      |      | B     |      |      | A    |      |       | D    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 18.2  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.73  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 95.8% | ICU Level of Service      | F    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |



# HCM Signalized Intersection Capacity Analysis

## 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR   | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|-------|-------|------|------|------|------|------|
| Lane Configurations    | ↖    | ↗    |      |      | ↖    | ↗     | ↖     |      | ↗    |      |      |      |
| Volume (vph)           | 91   | 902  | 0    | 0    | 1001 | 770   | 385   | 0    | 130  | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4  | 5.4  |      |      | 5.4  | 5.4   | 5.0   |      | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00 | 0.95 |      |      | 0.95 | 1.00  | 0.97  |      | 1.00 |      |      |      |
| Frt                    | 1.00 | 1.00 |      |      | 1.00 | 0.85  | 1.00  |      | 0.85 |      |      |      |
| Flt Protected          | 0.95 | 1.00 |      |      | 1.00 | 1.00  | 0.95  |      | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770 | 3539 |      |      | 3539 | 1583  | 3433  |      | 1583 |      |      |      |
| Flt Permitted          | 0.22 | 1.00 |      |      | 1.00 | 1.00  | 0.95  |      | 1.00 |      |      |      |
| Satd. Flow (perm)      | 407  | 3539 |      |      | 3539 | 1583  | 3433  |      | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 99   | 980  | 0    | 0    | 1088 | 837   | 418   | 0    | 141  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 0    | 301   | 0     | 0    | 124  | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 99   | 980  | 0    | 0    | 1088 | 536   | 418   | 0    | 17   | 0    | 0    | 0    |
| Turn Type              | Perm | NA   |      |      | NA   | Perm  | Prot  |      | Perm |      |      |      |
| Protected Phases       |      | 6    |      |      | 2    |       | 3     |      |      |      |      |      |
| Permitted Phases       | 6    |      |      |      |      | 2     |       |      | 3    |      |      |      |
| Actuated Green, G (s)  | 57.6 | 57.6 |      |      | 57.6 | 57.6  | 11.0  |      | 11.0 |      |      |      |
| Effective Green, g (s) | 57.6 | 57.6 |      |      | 57.6 | 57.6  | 11.0  |      | 11.0 |      |      |      |
| Actuated g/C Ratio     | 0.64 | 0.64 |      |      | 0.64 | 0.64  | 0.12  |      | 0.12 |      |      |      |
| Clearance Time (s)     | 5.4  | 5.4  |      |      | 5.4  | 5.4   | 5.0   |      | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0  | 3.0  |      |      | 3.0  | 3.0   | 3.0   |      | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 260  | 2264 |      |      | 2264 | 1013  | 419   |      | 193  |      |      |      |
| v/s Ratio Prot         |      | 0.28 |      |      | 0.31 |       | c0.12 |      |      |      |      |      |
| v/s Ratio Perm         | 0.24 |      |      |      |      | c0.34 |       |      | 0.01 |      |      |      |
| v/c Ratio              | 0.38 | 0.43 |      |      | 0.48 | 0.53  | 1.00  |      | 0.09 |      |      |      |
| Uniform Delay, d1      | 7.7  | 8.1  |      |      | 8.4  | 8.8   | 39.5  |      | 35.1 |      |      |      |
| Progression Factor     | 1.25 | 1.34 |      |      | 0.59 | 1.69  | 1.00  |      | 1.00 |      |      |      |
| Incremental Delay, d2  | 3.8  | 0.6  |      |      | 0.7  | 2.0   | 43.0  |      | 0.2  |      |      |      |
| Delay (s)              | 13.5 | 11.4 |      |      | 5.7  | 16.9  | 82.5  |      | 35.3 |      |      |      |
| Level of Service       | B    | B    |      |      | A    | B     | F     |      | D    |      |      |      |
| Approach Delay (s)     |      | 11.6 |      |      | 10.5 |       |       | 70.6 |      |      | 0.0  |      |
| Approach LOS           |      | B    |      |      | B    |       |       | E    |      |      | A    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 20.3  | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.55  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 65.0% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL  | WBR  | NBT   | NBR                  | SBL  | SBT  |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations               |      |      | ↑↑    |                      | ↑    | ↑↑   |
| Volume (veh/h)                    | 0    | 0    | 291   | 46                   | 90   | 202  |
| Sign Control                      | Stop |      | Free  |                      |      | Free |
| Grade                             | 0%   |      | 0%    |                      |      | 0%   |
| Peak Hour Factor                  | 0.92 | 0.92 | 0.92  | 0.92                 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 0    | 0    | 316   | 50                   | 98   | 220  |
| Pedestrians                       |      |      |       |                      |      |      |
| Lane Width (ft)                   |      |      |       |                      |      |      |
| Walking Speed (ft/s)              |      |      |       |                      |      |      |
| Percent Blockage                  |      |      |       |                      |      |      |
| Right turn flare (veh)            |      |      |       |                      |      |      |
| Median type                       |      |      | None  |                      |      | None |
| Median storage (veh)              |      |      |       |                      |      |      |
| Upstream signal (ft)              |      |      |       |                      |      | 366  |
| pX, platoon unblocked             |      |      |       |                      |      |      |
| vC, conflicting volume            | 647  | 183  |       |                      | 366  |      |
| vC1, stage 1 conf vol             |      |      |       |                      |      |      |
| vC2, stage 2 conf vol             |      |      |       |                      |      |      |
| vCu, unblocked vol                | 647  | 183  |       |                      | 366  |      |
| tC, single (s)                    | 6.8  | 6.9  |       |                      | 4.1  |      |
| tC, 2 stage (s)                   |      |      |       |                      |      |      |
| tF (s)                            | 3.5  | 3.3  |       |                      | 2.2  |      |
| p0 queue free %                   | 100  | 100  |       |                      | 92   |      |
| cM capacity (veh/h)               | 371  | 828  |       |                      | 1189 |      |
| Direction, Lane #                 | NB 1 | NB 2 | SB 1  | SB 2                 | SB 3 |      |
| Volume Total                      | 211  | 155  | 98    | 110                  | 110  |      |
| Volume Left                       | 0    | 0    | 98    | 0                    | 0    |      |
| Volume Right                      | 0    | 50   | 0     | 0                    | 0    |      |
| cSH                               | 1700 | 1700 | 1189  | 1700                 | 1700 |      |
| Volume to Capacity                | 0.12 | 0.09 | 0.08  | 0.06                 | 0.06 |      |
| Queue Length 95th (ft)            | 0    | 0    | 7     | 0                    | 0    |      |
| Control Delay (s)                 | 0.0  | 0.0  | 8.3   | 0.0                  | 0.0  |      |
| Lane LOS                          |      |      | A     |                      |      |      |
| Approach Delay (s)                | 0.0  | 2.6  |       |                      |      |      |
| Approach LOS                      |      |      |       |                      |      |      |
| Intersection Summary              |      |      |       |                      |      |      |
| Average Delay                     |      |      | 1.2   |                      |      |      |
| Intersection Capacity Utilization |      |      | 21.2% | ICU Level of Service | A    |      |
| Analysis Period (min)             |      |      | 15    |                      |      |      |

**Intersection**

Int Delay, s/veh 6.6

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 196  | 88   | 537  | 0    | 0    | 416  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 213  | 96   | 584  | 0    | 0    | 452  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 810    | 292    | 0      |
| Stage 1              | 584    | -      | -      |
| Stage 2              | 226    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | 4.14   |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | 2.22   |
| Pot Cap-1 Maneuver   | 318    | 704    | 987    |
| Stage 1              | 521    | -      | -      |
| Stage 2              | 790    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 318    | 704    | 987    |
| Mov Cap-2 Maneuver   | 318    | -      | -      |
| Stage 1              | 521    | -      | -      |
| Stage 2              | 790    | -      | -      |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 28.6 | 0  | 0  |
| HCM LOS              | D    |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 318   | 704   | 987 | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.67  | 0.136 | -   | -   |
| HCM Control Delay (s) | -   | -   | 36.5  | 10.9  | 0   | -   |
| HCM Lane LOS          | -   | -   | E     | B     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 4.5   | 0.5   | 0   | -   |

**Intersection**

Int Delay, s/veh 20.9

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 212  | 24   | 548  | 0    | 0    | 0    | 0    | 338  | 28   | 24   | 586  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 230  | 26   | 596  | 0    | 0    | 0    | 0    | 367  | 30   | 26   | 637  | 0    |

| Major/Minor          | Minor2 |      |      | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 873    | 1087 | 318  | 637    | 0 | 0 | 398    | 0 | 0 |
| Stage 1              | 689    | 689  | -    | -      | - | - | -      | - | - |
| Stage 2              | 184    | 398  | -    | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94 | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32 | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | 289    | 215  | 678  | 943    | - | - | 1157   | - | - |
| Stage 1              | 460    | 445  | -    | -      | - | - | -      | - | - |
| Stage 2              | 829    | 601  | -    | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |      |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | 279    | 0    | 678  | 943    | - | - | 1157   | - | - |
| Mov Cap-2 Maneuver   | 279    | 0    | -    | -      | - | - | -      | - | - |
| Stage 1              | 444    | 0    | -    | -      | - | - | -      | - | - |
| Stage 2              | 829    | 0    | -    | -      | - | - | -      | - | - |

| Approach             | EB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 46.7 | 0  | 0.4 |
| HCM LOS              | E    |    |     |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|-----|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 943 | -   | -   | 279   | 678   | 1157  | -   | -   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.873 | 0.898 | 0.023 | -   | -   |
| HCM Control Delay (s) | 0   | -   | -   | 66    | 39    | 8.2   | 0.1 | -   |
| HCM Lane LOS          | A   | -   | -   | F     | E     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0   | -   | -   | 7.6   | 11.4  | 0.1   | -   | -   |

HCM Signalized Intersection Capacity Analysis  
 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕    | ↕↕↕  |      | ↕     | ↕    |
| Volume (vph)           | 26   | 1006  | 898  | 20   | 10    | 103  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3535  | 5068 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.91  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3206  | 5068 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 28   | 1093  | 976  | 22   | 11    | 112  |
| RTOR Reduction (vph)   | 0    | 0     | 2    | 0    | 0     | 104  |
| Lane Group Flow (vph)  | 0    | 1121  | 996  | 0    | 11    | 8    |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 57.6  | 57.6 |      | 6.4   | 6.4  |
| Effective Green, g (s) |      | 57.6  | 57.6 |      | 6.4   | 6.4  |
| Actuated g/C Ratio     |      | 0.64  | 0.64 |      | 0.07  | 0.07 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 2051  | 3243 |      | 125   | 112  |
| v/s Ratio Prot         |      |       | 0.20 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.35 |      |      |       | 0.01 |
| v/c Ratio              |      | 0.55  | 0.31 |      | 0.09  | 0.07 |
| Uniform Delay, d1      |      | 9.0   | 7.3  |      | 39.1  | 39.0 |
| Progression Factor     |      | 0.26  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 1.0   | 0.2  |      | 0.3   | 0.3  |
| Delay (s)              |      | 3.3   | 7.5  |      | 39.4  | 39.3 |
| Level of Service       |      | A     | A    |      | D     | D    |
| Approach Delay (s)     |      | 3.3   | 7.5  |      | 39.3  |      |
| Approach LOS           |      | A     | A    |      | D     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 7.1   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.43  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 60.6% | ICU Level of Service      | B    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

Queues

1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



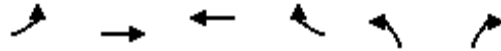
| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2 |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 568  | 67   | 639  | 546  | 351  | 313  | 922  |
| v/c Ratio               | 0.50 | 0.07 | 0.56 | 0.52 | 0.38 | 0.34 | 0.58 |
| Control Delay           | 26.5 | 8.2  | 27.5 | 13.0 | 7.9  | 10.7 | 1.6  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 26.5 | 8.2  | 27.5 | 13.0 | 7.9  | 10.7 | 1.6  |
| Queue Length 50th (ft)  | 136  | 15   | 156  | 166  | 66   | 84   | 0    |
| Queue Length 95th (ft)  | 186  | 32   | 211  | 251  | 123  | 134  | 0    |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |      |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |      |
| Base Capacity (vph)     | 1140 | 932  | 1140 | 1041 | 929  | 932  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.50 | 0.07 | 0.56 | 0.52 | 0.38 | 0.34 | 0.58 |

Intersection Summary

# Queues

## 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL  | EBT  | WBT  | WBR  | NBL   | NBR  |
|-------------------------|------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 93   | 1487 | 678  | 567  | 279   | 105  |
| v/c Ratio               | 0.18 | 0.58 | 0.26 | 0.43 | 1.04  | 0.48 |
| Control Delay           | 6.1  | 8.0  | 2.9  | 1.4  | 109.6 | 16.3 |
| Queue Delay             | 0.0  | 0.1  | 0.6  | 0.5  | 0.0   | 1.3  |
| Total Delay             | 6.1  | 8.2  | 3.5  | 1.9  | 109.6 | 17.5 |
| Queue Length 50th (ft)  | 20   | 344  | 34   | 0    | ~89   | 0    |
| Queue Length 95th (ft)  | m37  | 201  | 50   | 4    | #169  | 49   |
| Internal Link Dist (ft) |      | 216  | 34   |      |       |      |
| Turn Bay Length (ft)    | 150  |      |      |      | 500   |      |
| Base Capacity (vph)     | 523  | 2572 | 2572 | 1305 | 267   | 219  |
| Starvation Cap Reductn  | 0    | 262  | 1408 | 331  | 0     | 0    |
| Spillback Cap Reductn   | 0    | 82   | 230  | 0    | 0     | 30   |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 0.18 | 0.64 | 0.58 | 0.58 | 1.04  | 0.56 |

### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL  | NER  | NER2  |
|------------------------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑↑   | ↑    |      | ↑    | ↑     |
| Volume (vph)           | 523  | 62   | 0    | 588  | 466  | 359  | 0    | 288  | 848   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |      | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.99 | 0.85 |      | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1761 | 1504 |      | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1761 | 1504 |      | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)        | 568  | 67   | 0    | 639  | 507  | 390  | 0    | 313  | 922   |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 5    | 44   | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 568  | 67   | 0    | 639  | 541  | 307  | 0    | 313  | 922   |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |      | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |      |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |      | 2!   | Free  |
| Actuated Green, G (s)  | 29.0 | 53.0 |      | 29.0 | 53.0 | 53.0 |      | 53.0 | 90.0  |
| Effective Green, g (s) | 29.0 | 53.0 |      | 29.0 | 53.0 | 53.0 |      | 53.0 | 90.0  |
| Actuated g/C Ratio     | 0.32 | 0.59 |      | 0.32 | 0.59 | 0.59 |      | 0.59 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |      | 3.0  |       |
| Lane Grp Cap (vph)     | 1140 | 932  |      | 1140 | 1037 | 885  |      | 932  | 1583  |
| v/s Ratio Prot         | 0.16 | 0.04 |      | 0.18 | 0.31 |      |      |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.20 |      | 0.20 | c0.58 |
| v/c Ratio              | 0.50 | 0.07 |      | 0.56 | 0.52 | 0.35 |      | 0.34 | 0.58  |
| Uniform Delay, d1      | 24.6 | 7.9  |      | 25.2 | 11.0 | 9.6  |      | 9.5  | 0.0   |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  |
| Incremental Delay, d2  | 1.6  | 0.1  |      | 2.0  | 1.9  | 1.1  |      | 1.0  | 1.6   |
| Delay (s)              | 26.2 | 8.1  |      | 27.2 | 12.9 | 10.6 |      | 10.5 | 1.6   |
| Level of Service       | C    | A    |      | C    | B    | B    |      | B    | A     |
| Approach Delay (s)     | 24.3 |      |      | 27.2 | 12.0 |      | 3.8  |      |       |
| Approach LOS           | C    |      |      | C    | B    |      | A    |      |       |

### Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 14.2  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 0.64  |                           |     |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 63.0% | ICU Level of Service      | B   |
| Analysis Period (min)             | 15    |                           |     |

! Phase conflict between lane groups.

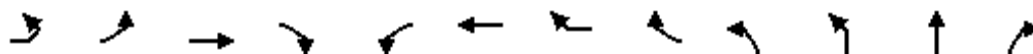
c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL   | EBT   | EBR  | WBL  | WBT    | WBR  | WBR2 | NBL2 | NBL    | NBT   | NBR   |
|------------------------|--------|-------|-------|------|------|--------|------|------|------|--------|-------|-------|
| Lane Configurations    |        | ↔     | ↕     | ↗    | ↖    | ↕      |      |      |      | ↔      | ↕     | ↗     |
| Volume (vph)           | 166    | 19    | 895   | 62   | 100  | 553    | 665  | 11   | 48   | 394    | 39    | 134   |
| Ideal Flow (vphpl)     | 1900   | 1900  | 1900  | 1900 | 1900 | 1900   | 1900 | 1900 | 1900 | 1900   | 1900  | 1900  |
| Total Lost time (s)    |        | 3.0   | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0   |
| Lane Util. Factor      |        | 1.00  | 0.95  | 1.00 | 1.00 | 0.95   |      |      |      | 0.95   | 0.95  | 1.00  |
| Frt                    |        | 1.00  | 1.00  | 0.85 | 1.00 | 0.92   |      |      |      | 1.00   | 1.00  | 0.85  |
| Flt Protected          |        | 0.95  | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.95   | 0.96  | 1.00  |
| Satd. Flow (prot)      |        | 1770  | 3539  | 1583 | 1770 | 3247   |      |      |      | 1681   | 1698  | 1583  |
| Flt Permitted          |        | 0.25  | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.14   | 0.96  | 1.00  |
| Satd. Flow (perm)      |        | 466   | 3539  | 1583 | 1770 | 3247   |      |      |      | 253    | 1698  | 1583  |
| Peak-hour factor, PHF  | 0.92   | 0.92  | 0.92  | 0.92 | 0.92 | 0.92   | 0.92 | 0.92 | 0.92 | 0.92   | 0.92  | 0.92  |
| Adj. Flow (vph)        | 180    | 21    | 973   | 67   | 109  | 601    | 723  | 12   | 52   | 428    | 42    | 146   |
| RTOR Reduction (vph)   | 0      | 0     | 0     | 46   | 0    | 1      | 0    | 0    | 0    | 0      | 0     | 94    |
| Lane Group Flow (vph)  | 0      | 201   | 973   | 21   | 109  | 1335   | 0    | 0    | 0    | 257    | 265   | 52    |
| Turn Type              | custom | Prot  | NA    | Perm | Prot | NA     |      |      | Perm | Split  | NA    | pm+ov |
| Protected Phases       |        | 1     | 6     |      | 5    | 2      |      |      |      | 3      | 3     | 5     |
| Permitted Phases       | 1      |       |       | 6    |      |        |      |      | 3    |        |       | 3     |
| Actuated Green, G (s)  |        | 16.0  | 33.0  | 33.0 | 9.5  | 27.5   |      |      |      | 28.0   | 28.0  | 37.5  |
| Effective Green, g (s) |        | 16.0  | 33.0  | 33.0 | 9.5  | 27.5   |      |      |      | 28.0   | 28.0  | 37.5  |
| Actuated g/C Ratio     |        | 0.15  | 0.31  | 0.31 | 0.09 | 0.26   |      |      |      | 0.27   | 0.27  | 0.36  |
| Clearance Time (s)     |        | 3.0   | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0   |
| Vehicle Extension (s)  |        | 3.0   | 5.0   | 5.0  | 3.0  | 5.0    |      |      |      | 3.0    | 3.0   | 3.0   |
| Lane Grp Cap (vph)     |        | 71    | 1112  | 497  | 160  | 850    |      |      |      | 67     | 452   | 565   |
| v/s Ratio Prot         |        |       | 0.27  |      | 0.06 | c0.41  |      |      |      |        | 0.16  | 0.01  |
| v/s Ratio Perm         |        | c0.43 |       | 0.01 |      |        |      |      |      | c1.02  |       | 0.02  |
| v/c Ratio              |        | 2.83  | 0.88  | 0.04 | 0.68 | 1.77dr |      |      |      | 3.84   | 0.59  | 0.09  |
| Uniform Delay, d1      |        | 44.5  | 34.0  | 25.0 | 46.3 | 38.8   |      |      |      | 38.5   | 33.5  | 22.4  |
| Progression Factor     |        | 1.00  | 1.00  | 1.00 | 1.00 | 1.00   |      |      |      | 1.00   | 1.00  | 1.00  |
| Incremental Delay, d2  |        | 861.4 | 9.7   | 0.2  | 11.3 | 262.6  |      |      |      | 1311.5 | 1.9   | 0.1   |
| Delay (s)              |        | 905.9 | 43.7  | 25.2 | 57.6 | 301.4  |      |      |      | 1350.0 | 35.4  | 22.5  |
| Level of Service       |        | F     | D     | C    | E    | F      |      |      |      | F      | D     | C     |
| Approach Delay (s)     |        |       | 182.4 |      |      | 283.0  |      |      |      |        | 538.3 |       |
| Approach LOS           |        |       | F     |      |      | F      |      |      |      |        | F     |       |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 284.4 | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 2.51  |                           |      |
| Actuated Cycle Length (s)         | 105.0 | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 81.4% | ICU Level of Service      | D    |
| Analysis Period (min)             | 15    |                           |      |

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement                    | SBL   | SBT  | SBR  | SBR2 |
|-----------------------------|-------|------|------|------|
| Lane Configurations         |       |      |      |      |
| Volume (vph)                | 47    | 73   | 9    | 29   |
| Ideal Flow (vphpl)          | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)         | 9.0   | 9.0  |      |      |
| Lane Util. Factor           | 1.00  | 0.95 |      |      |
| Frt                         | 1.00  | 0.95 |      |      |
| Flt Protected               | 0.95  | 1.00 |      |      |
| Satd. Flow (prot)           | 1770  | 3355 |      |      |
| Flt Permitted               | 0.95  | 1.00 |      |      |
| Satd. Flow (perm)           | 1770  | 3355 |      |      |
| Peak-hour factor, PHF       | 0.92  | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)             | 51    | 79   | 10   | 32   |
| RTOR Reduction (vph)        | 0     | 29   | 0    | 0    |
| Lane Group Flow (vph)       | 51    | 92   | 0    | 0    |
| Turn Type                   | Split | NA   |      |      |
| Protected Phases            | 4     | 4    |      |      |
| Permitted Phases            |       |      |      |      |
| Actuated Green, G (s)       | 8.5   | 8.5  |      |      |
| Effective Green, g (s)      | 8.5   | 8.5  |      |      |
| Actuated g/C Ratio          | 0.08  | 0.08 |      |      |
| Clearance Time (s)          | 9.0   | 9.0  |      |      |
| Vehicle Extension (s)       | 3.0   | 3.0  |      |      |
| Lane Grp Cap (vph)          | 143   | 271  |      |      |
| v/s Ratio Prot              | c0.03 | 0.03 |      |      |
| v/s Ratio Perm              |       |      |      |      |
| v/c Ratio                   | 0.36  | 0.34 |      |      |
| Uniform Delay, d1           | 45.7  | 45.6 |      |      |
| Progression Factor          | 1.00  | 1.00 |      |      |
| Incremental Delay, d2       | 1.5   | 0.7  |      |      |
| Delay (s)                   | 47.2  | 46.3 |      |      |
| Level of Service            | D     | D    |      |      |
| Approach Delay (s)          |       | 46.6 |      |      |
| Approach LOS                |       | D    |      |      |
| <b>Intersection Summary</b> |       |      |      |      |

HCM Signalized Intersection Capacity Analysis  
 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|-------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |       |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 193   | 1137  | 4    | 5    | 881   | 171  | 22   | 48   | 25   | 212  | 1     | 190  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95  |      | 1.00 | 0.95  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00  |      | 1.00 | 0.98  |      |      | 0.96 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00  |      | 0.95 | 1.00  |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3538  |      | 1770 | 3453  |      |      | 1776 |      |      | 1774  | 1583 |
| Flt Permitted          | 0.17  | 1.00  |      | 0.22 | 1.00  |      |      | 0.91 |      |      | 0.73  | 1.00 |
| Satd. Flow (perm)      | 310   | 3538  |      | 415  | 3453  |      |      | 1635 |      |      | 1365  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 210   | 1236  | 4    | 5    | 958   | 186  | 24   | 52   | 27   | 230  | 1     | 207  |
| RTOR Reduction (vph)   | 0     | 0     | 0    | 0    | 29    | 0    | 0    | 19   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 210   | 1240  | 0    | 5    | 1115  | 0    | 0    | 84   | 0    | 0    | 231   | 207  |
| Turn Type              | pm+pt | NA    |      | Perm | NA    |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4     |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |       |      | 8    |       |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 30.0  | 30.0  |      | 20.0 | 20.0  |      |      | 17.0 |      |      | 17.0  | 55.0 |
| Effective Green, g (s) | 30.0  | 30.0  |      | 20.0 | 20.0  |      |      | 17.0 |      |      | 17.0  | 55.0 |
| Actuated g/C Ratio     | 0.55  | 0.55  |      | 0.36 | 0.36  |      |      | 0.31 |      |      | 0.31  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      | 3.0  | 3.0   |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 328   | 1929  |      | 150  | 1255  |      |      | 505  |      |      | 421   | 1583 |
| v/s Ratio Prot         | 0.07  | c0.35 |      |      | c0.32 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | 0.28  |       |      | 0.01 |       |      |      | 0.05 |      |      | c0.17 | 0.13 |
| v/c Ratio              | 0.64  | 0.64  |      | 0.03 | 0.89  |      |      | 0.17 |      |      | 0.55  | 0.13 |
| Uniform Delay, d1      | 9.9   | 8.7   |      | 11.3 | 16.4  |      |      | 13.8 |      |      | 15.8  | 0.0  |
| Progression Factor     | 1.00  | 1.00  |      | 1.00 | 1.00  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 4.2   | 0.7   |      | 0.1  | 8.0   |      |      | 0.7  |      |      | 5.1   | 0.2  |
| Delay (s)              | 14.1  | 9.5   |      | 11.4 | 24.4  |      |      | 14.6 |      |      | 20.9  | 0.2  |
| Level of Service       | B     | A     |      | B    | C     |      |      | B    |      |      | C     | A    |
| Approach Delay (s)     |       | 10.2  |      |      | 24.3  |      |      | 14.6 |      |      | 11.1  |      |
| Approach LOS           |       | B     |      |      | C     |      |      | B    |      |      | B     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 15.6  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.74  |                           |      |
| Actuated Cycle Length (s)         | 55.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 69.0% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      | ↑↑   | ↑    | ↑    | ↑↑    |      |      |      |      | ↑     | ↑    |      |
| Volume (vph)           | 0    | 899  | 243  | 21   | 975   | 0    | 0    | 0    | 0    | 506   | 13   | 68   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95 |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.96 |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1648 |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1648 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 0    | 977  | 264  | 23   | 1060  | 0    | 0    | 0    | 0    | 550   | 14   | 74   |
| RTOR Reduction (vph)   | 0    | 0    | 118  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 14   | 0    |
| Lane Group Flow (vph)  | 0    | 977  | 146  | 23   | 1060  | 0    | 0    | 0    | 0    | 324   | 300  | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA   |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4    |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |      |      |
| Actuated Green, G (s)  |      | 49.9 | 49.9 | 2.5  | 56.4  |      |      |      |      | 23.7  | 23.7 |      |
| Effective Green, g (s) |      | 49.9 | 49.9 | 2.5  | 56.4  |      |      |      |      | 23.7  | 23.7 |      |
| Actuated g/C Ratio     |      | 0.55 | 0.55 | 0.03 | 0.63  |      |      |      |      | 0.26  | 0.26 |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     |      | 1962 | 877  | 49   | 2217  |      |      |      |      | 442   | 433  |      |
| v/s Ratio Prot         |      | 0.28 |      | 0.01 | c0.30 |      |      |      |      |       |      |      |
| v/s Ratio Perm         |      |      | 0.09 |      |       |      |      |      |      | c0.19 | 0.18 |      |
| v/c Ratio              |      | 0.50 | 0.17 | 0.47 | 0.48  |      |      |      |      | 0.73  | 0.69 |      |
| Uniform Delay, d1      |      | 12.3 | 9.8  | 43.1 | 9.0   |      |      |      |      | 30.3  | 29.9 |      |
| Progression Factor     |      | 1.00 | 1.00 | 1.10 | 1.08  |      |      |      |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  |      | 0.9  | 0.4  | 6.4  | 0.1   |      |      |      |      | 6.2   | 4.8  |      |
| Delay (s)              |      | 13.2 | 10.3 | 53.8 | 9.8   |      |      |      |      | 36.5  | 34.6 |      |
| Level of Service       |      | B    | B    | D    | A     |      |      |      |      | D     | C    |      |
| Approach Delay (s)     |      | 12.6 |      |      | 10.7  |      |      | 0.0  |      |       | 35.6 |      |
| Approach LOS           |      | B    |      |      | B     |      |      | A    |      |       | D    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 16.9  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.58  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 86.7% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|------|------|------|-------|------|------|------|------|------|
| Lane Configurations    | ↰    | ↕↕    |      |      | ↕↕   | ↰    | ↰↰    |      | ↰    |      |      |      |
| Volume (vph)           | 86   | 1368  | 0    | 0    | 624  | 522  | 257   | 0    | 97   | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4  | 5.4   |      |      | 5.4  | 5.4  | 5.0   |      | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00 | 0.95  |      |      | 0.95 | 1.00 | 0.97  |      | 1.00 |      |      |      |
| Frt                    | 1.00 | 1.00  |      |      | 1.00 | 0.85 | 1.00  |      | 0.85 |      |      |      |
| Flt Protected          | 0.95 | 1.00  |      |      | 1.00 | 1.00 | 0.95  |      | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770 | 3539  |      |      | 3539 | 1583 | 3433  |      | 1583 |      |      |      |
| Flt Permitted          | 0.39 | 1.00  |      |      | 1.00 | 1.00 | 0.95  |      | 1.00 |      |      |      |
| Satd. Flow (perm)      | 721  | 3539  |      |      | 3539 | 1583 | 3433  |      | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 93   | 1487  | 0    | 0    | 678  | 567  | 279   | 0    | 105  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0    | 0     | 0    | 0    | 0    | 166  | 0     | 0    | 97   | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 93   | 1487  | 0    | 0    | 678  | 401  | 279   | 0    | 8    | 0    | 0    | 0    |
| Turn Type              | Perm | NA    |      |      | NA   | Perm | Prot  |      | Perm |      |      |      |
| Protected Phases       |      | 6     |      |      | 2    |      | 3     |      |      |      |      |      |
| Permitted Phases       | 6    |       |      |      |      | 2    |       |      | 3    |      |      |      |
| Actuated Green, G (s)  | 63.6 | 63.6  |      |      | 63.6 | 63.6 | 7.0   |      | 7.0  |      |      |      |
| Effective Green, g (s) | 63.6 | 63.6  |      |      | 63.6 | 63.6 | 7.0   |      | 7.0  |      |      |      |
| Actuated g/C Ratio     | 0.71 | 0.71  |      |      | 0.71 | 0.71 | 0.08  |      | 0.08 |      |      |      |
| Clearance Time (s)     | 5.4  | 5.4   |      |      | 5.4  | 5.4  | 5.0   |      | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0  | 3.0   |      |      | 3.0  | 3.0  | 3.0   |      | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 509  | 2500  |      |      | 2500 | 1118 | 267   |      | 123  |      |      |      |
| v/s Ratio Prot         |      | c0.42 |      |      | 0.19 |      | c0.08 |      |      |      |      |      |
| v/s Ratio Perm         | 0.13 |       |      |      |      | 0.25 |       |      | 0.01 |      |      |      |
| v/c Ratio              | 0.18 | 0.59  |      |      | 0.27 | 0.36 | 1.04  |      | 0.07 |      |      |      |
| Uniform Delay, d1      | 4.4  | 6.7   |      |      | 4.8  | 5.2  | 41.5  |      | 38.5 |      |      |      |
| Progression Factor     | 1.03 | 1.05  |      |      | 0.55 | 0.65 | 1.00  |      | 1.00 |      |      |      |
| Incremental Delay, d2  | 0.7  | 0.9   |      |      | 0.3  | 0.9  | 67.3  |      | 0.2  |      |      |      |
| Delay (s)              | 5.3  | 7.9   |      |      | 2.9  | 4.3  | 108.8 |      | 38.7 |      |      |      |
| Level of Service       | A    | A     |      |      | A    | A    | F     |      | D    |      |      |      |
| Approach Delay (s)     |      | 7.8   |      |      | 3.5  |      |       | 89.6 |      |      | 0.0  |      |
| Approach LOS           |      | A     |      |      | A    |      |       | F    |      |      | A    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 15.9  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.60  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 53.0% | ICU Level of Service      | A    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL         | WBR         | NBT         | NBR         | SBL                  | SBT  |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations               |             |             | ↑↑          |             | ↑                    | ↑↑   |
| Volume (veh/h)                    | 0           | 0           | 674         | 93          | 74                   | 122  |
| Sign Control                      | Stop        |             | Free        |             |                      | Free |
| Grade                             | 0%          |             | 0%          |             |                      | 0%   |
| Peak Hour Factor                  | 0.92        | 0.92        | 0.92        | 0.92        | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0           | 0           | 733         | 101         | 80                   | 133  |
| Pedestrians                       |             |             |             |             |                      |      |
| Lane Width (ft)                   |             |             |             |             |                      |      |
| Walking Speed (ft/s)              |             |             |             |             |                      |      |
| Percent Blockage                  |             |             |             |             |                      |      |
| Right turn flare (veh)            |             |             |             |             |                      |      |
| Median type                       |             |             | None        |             |                      | None |
| Median storage (veh)              |             |             |             |             |                      |      |
| Upstream signal (ft)              |             |             |             |             |                      | 366  |
| pX, platoon unblocked             |             |             |             |             |                      |      |
| vC, conflicting volume            | 1010        | 417         |             |             | 834                  |      |
| vC1, stage 1 conf vol             |             |             |             |             |                      |      |
| vC2, stage 2 conf vol             |             |             |             |             |                      |      |
| vCu, unblocked vol                | 1010        | 417         |             |             | 834                  |      |
| tC, single (s)                    | 6.8         | 6.9         |             |             | 4.1                  |      |
| tC, 2 stage (s)                   |             |             |             |             |                      |      |
| tF (s)                            | 3.5         | 3.3         |             |             | 2.2                  |      |
| p0 queue free %                   | 100         | 100         |             |             | 90                   |      |
| cM capacity (veh/h)               | 212         | 585         |             |             | 795                  |      |
| <b>Direction, Lane #</b>          | <b>NB 1</b> | <b>NB 2</b> | <b>SB 1</b> | <b>SB 2</b> | <b>SB 3</b>          |      |
| Volume Total                      | 488         | 345         | 80          | 66          | 66                   |      |
| Volume Left                       | 0           | 0           | 80          | 0           | 0                    |      |
| Volume Right                      | 0           | 101         | 0           | 0           | 0                    |      |
| cSH                               | 1700        | 1700        | 795         | 1700        | 1700                 |      |
| Volume to Capacity                | 0.29        | 0.20        | 0.10        | 0.04        | 0.04                 |      |
| Queue Length 95th (ft)            | 0           | 0           | 8           | 0           | 0                    |      |
| Control Delay (s)                 | 0.0         | 0.0         | 10.0        | 0.0         | 0.0                  |      |
| Lane LOS                          |             |             | B           |             |                      |      |
| Approach Delay (s)                | 0.0         |             | 3.8         |             |                      |      |
| Approach LOS                      |             |             |             |             |                      |      |
| <b>Intersection Summary</b>       |             |             |             |             |                      |      |
| Average Delay                     |             |             | 0.8         |             |                      |      |
| Intersection Capacity Utilization |             |             | 32.4%       |             | ICU Level of Service | A    |
| Analysis Period (min)             |             |             | 15          |             |                      |      |

**Intersection**

Int Delay, s/veh 2.2

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 52   | 83   | 1021 | 0    | 0    | 277  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 57   | 90   | 1110 | 0    | 0    | 301  |

| Major/Minor          | Minor1 | Minor2 | Major1 | Major2 | Major3 | Major4 |
|----------------------|--------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 1261   | 555    | 0      | 0      | 1110   | 0      |
| Stage 1              | 1110   | -      | -      | -      | -      | -      |
| Stage 2              | 151    | -      | -      | -      | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      | -      | 4.14   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      | -      | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      | -      | 2.22   | -      |
| Pot Cap-1 Maneuver   | 162    | 475    | -      | -      | 625    | -      |
| Stage 1              | 277    | -      | -      | -      | -      | -      |
| Stage 2              | 861    | -      | -      | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 162    | 475    | -      | -      | 625    | -      |
| Mov Cap-2 Maneuver   | 162    | -      | -      | -      | -      | -      |
| Stage 1              | 277    | -      | -      | -      | -      | -      |
| Stage 2              | 861    | -      | -      | -      | -      | -      |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 23.7 | 0  | 0  |
| HCM LOS              | C    |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 162   | 475   | 625 | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.349 | 0.19  | -   | -   |
| HCM Control Delay (s) | -   | -   | 38.7  | 14.3  | 0   | -   |
| HCM Lane LOS          | -   | -   | E     | B     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 1.4   | 0.7   | 0   | -   |

**Intersection**

Int Delay, s/veh 12.7

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 269  | 13   | 277  | 0    | 0    | 0    | 0    | 730  | 15   | 11   | 316  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 292  | 14   | 301  | 0    | 0    | 0    | 0    | 793  | 16   | 12   | 343  | 0    |

| Major/Minor          | Minor2 |      |      | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 764    | 1177 | 172  | 343    | 0 | 0 | 810    | 0 | 0 |
| Stage 1              | 367    | 367  | -    | -      | - | - | -      | - | - |
| Stage 2              | 397    | 810  | -    | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94 | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32 | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | 340    | 190  | 842  | 1213   | - | - | 812    | - | - |
| Stage 1              | 671    | 621  | -    | -      | - | - | -      | - | - |
| Stage 2              | 648    | 391  | -    | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |      |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | 334    | 0    | 842  | 1213   | - | - | 812    | - | - |
| Mov Cap-2 Maneuver   | 334    | 0    | -    | -      | - | - | -      | - | - |
| Stage 1              | 659    | 0    | -    | -      | - | - | -      | - | - |
| Stage 2              | 648    | 0    | -    | -      | - | - | -      | - | - |

| Approach             | EB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 36.7 | 0  | 0.4 |
| HCM LOS              | E    |    |     |

| Minor Lane/Major Mvmt | NBL  | NBT | NBR | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1213 | -   | -   | 334   | 842   | 812   | -   | -   |
| HCM Lane V/C Ratio    | -    | -   | -   | 0.897 | 0.366 | 0.015 | -   | -   |
| HCM Control Delay (s) | 0    | -   | -   | 62.4  | 11.7  | 9.5   | 0.1 | -   |
| HCM Lane LOS          | A    | -   | -   | F     | B     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0    | -   | -   | 8.7   | 1.7   | 0     | -   | -   |



HCM Signalized Intersection Capacity Analysis  
 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕    | ↕↕↕  |      | ↕     | ↕    |
| Volume (vph)           | 31   | 1434  | 593  | 25   | 13    | 31   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 0.99 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3535  | 5055 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.93  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3276  | 5055 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 34   | 1559  | 645  | 27   | 14    | 34   |
| RTOR Reduction (vph)   | 0    | 0     | 3    | 0    | 0     | 32   |
| Lane Group Flow (vph)  | 0    | 1593  | 669  | 0    | 14    | 2    |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 63.6  | 63.6 |      | 4.4   | 4.4  |
| Effective Green, g (s) |      | 63.6  | 63.6 |      | 4.4   | 4.4  |
| Actuated g/C Ratio     |      | 0.71  | 0.71 |      | 0.05  | 0.05 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 2315  | 3572 |      | 86    | 77   |
| v/s Ratio Prot         |      |       | 0.13 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.49 |      |      |       | 0.00 |
| v/c Ratio              |      | 0.69  | 0.19 |      | 0.16  | 0.02 |
| Uniform Delay, d1      |      | 7.5   | 4.5  |      | 41.0  | 40.8 |
| Progression Factor     |      | 0.20  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 1.4   | 0.1  |      | 0.9   | 0.1  |
| Delay (s)              |      | 2.9   | 4.6  |      | 41.9  | 40.9 |
| Level of Service       |      | A     | A    |      | D     | D    |
| Approach Delay (s)     |      | 2.9   | 4.6  |      | 41.2  |      |
| Approach LOS           |      | A     | A    |      | D     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 4.2   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.59  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 71.2% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# Queues

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2 |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 540  | 65   | 1051 | 229  | 216  | 147  | 1695 |
| v/c Ratio               | 0.26 | 0.12 | 0.51 | 0.39 | 0.33 | 0.28 | 1.07 |
| Control Delay           | 9.9  | 21.8 | 12.5 | 21.4 | 4.8  | 23.9 | 49.6 |
| Queue Delay             | 0.0  | 0.0  | 0.8  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 9.9  | 21.8 | 13.3 | 21.4 | 4.8  | 23.9 | 49.6 |
| Queue Length 50th (ft)  | 74   | 26   | 174  | 82   | 0    | 61   | ~134 |
| Queue Length 95th (ft)  | 102  | 55   | 226  | 144  | 49   | 109  | #392 |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |      |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |      |
| Base Capacity (vph)     | 2044 | 527  | 2044 | 592  | 645  | 527  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 627  | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.26 | 0.12 | 0.74 | 0.39 | 0.33 | 0.28 | 1.07 |

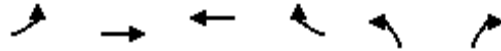
### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL   | EBT  | WBT  | WBR  | NBL   | NBR  |
|-------------------------|-------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 166   | 1140 | 1292 | 912  | 605   | 174  |
| v/c Ratio               | 0.77  | 0.47 | 0.53 | 0.67 | 1.98  | 0.58 |
| Control Delay           | 37.4  | 9.6  | 5.4  | 4.2  | 479.6 | 15.0 |
| Queue Delay             | 0.0   | 0.2  | 0.3  | 0.3  | 4.1   | 1.6  |
| Total Delay             | 37.4  | 9.8  | 5.7  | 4.5  | 483.7 | 16.5 |
| Queue Length 50th (ft)  | 48    | 172  | 70   | 51   | -278  | 0    |
| Queue Length 95th (ft)  | m#173 | 203  | 103  | 146  | #383  | 60   |
| Internal Link Dist (ft) |       | 216  | 34   |      |       |      |
| Turn Bay Length (ft)    | 150   |      |      |      | 500   |      |
| Base Capacity (vph)     | 216   | 2416 | 2416 | 1370 | 305   | 299  |
| Starvation Cap Reductn  | 0     | 471  | 496  | 113  | 0     | 0    |
| Spillback Cap Reductn   | 0     | 38   | 407  | 0    | 82    | 38   |
| Storage Cap Reductn     | 0     | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 0.77  | 0.59 | 0.67 | 0.73 | 2.71  | 0.67 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL  | NER  | NER2  |
|------------------------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑    | ↑    |      | ↑    | ↑     |
| Volume (vph)           | 497  | 60   | 0    | 967  | 130  | 280  | 0    | 135  | 1559  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |      | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.94 | 0.85 |      | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1703 | 1504 |      | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1703 | 1504 |      | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)        | 540  | 65   | 0    | 1051 | 141  | 304  | 0    | 147  | 1695  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 25   | 144  | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 540  | 65   | 0    | 1051 | 204  | 72   | 0    | 147  | 1695  |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |      | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |      |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |      | 2!   | Free  |
| Actuated Green, G (s)  | 52.0 | 30.0 |      | 52.0 | 30.0 | 30.0 |      | 30.0 | 90.0  |
| Effective Green, g (s) | 52.0 | 30.0 |      | 52.0 | 30.0 | 30.0 |      | 30.0 | 90.0  |
| Actuated g/C Ratio     | 0.58 | 0.33 |      | 0.58 | 0.33 | 0.33 |      | 0.33 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |      | 3.0  |       |
| Lane Grp Cap (vph)     | 2044 | 527  |      | 2044 | 567  | 501  |      | 527  | 1583  |
| v/s Ratio Prot         | 0.15 | 0.04 |      | 0.30 | 0.12 |      |      |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.05 |      | 0.09 | c1.07 |
| v/c Ratio              | 0.26 | 0.12 |      | 0.51 | 0.36 | 0.14 |      | 0.28 | 1.07  |
| Uniform Delay, d1      | 9.5  | 20.9 |      | 11.4 | 22.7 | 21.0 |      | 22.1 | 45.0  |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  |
| Incremental Delay, d2  | 0.3  | 0.5  |      | 0.9  | 1.8  | 0.6  |      | 1.3  | 44.2  |
| Delay (s)              | 9.8  | 21.3 |      | 12.3 | 24.5 | 21.6 |      | 23.4 | 89.2  |
| Level of Service       | A    | C    |      | B    | C    | C    |      | C    | F     |
| Approach Delay (s)     | 11.0 |      |      | 12.3 | 23.1 |      | 84.0 |      |       |
| Approach LOS           | B    |      |      | B    | C    |      | F    |      |       |

### Intersection Summary

|                                   |        |                           |     |
|-----------------------------------|--------|---------------------------|-----|
| HCM 2000 Control Delay            | 46.8   | HCM 2000 Level of Service | D   |
| HCM 2000 Volume to Capacity ratio | 1.18   |                           |     |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 106.9% | ICU Level of Service      | G   |
| Analysis Period (min)             | 15     |                           |     |

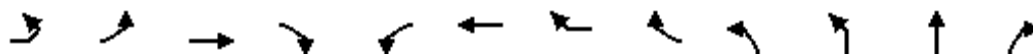
! Phase conflict between lane groups.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL    | EBT   | EBR  | WBL  | WBT   | WBR  | WBR2 | NBL2 | NBL   | NBT   | NBR  |       |
|------------------------|--------|--------|-------|------|------|-------|------|------|------|-------|-------|------|-------|
| Lane Configurations    |        | ↔      | ↕     | ↗    | ↖    | ↕     |      |      |      | ↔     | ↕     | ↗    |       |
| Volume (vph)           | 272    | 13     | 475   | 115  | 143  | 929   | 706  | 18   | 23   | 264   | 24    | 37   |       |
| Ideal Flow (vphpl)     | 1900   | 1900   | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |       |
| Total Lost time (s)    |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0   | 8.0   | 4.0  |       |
| Lane Util. Factor      |        | 1.00   | 0.95  | 1.00 | 1.00 | 0.95  |      |      |      | 0.95  | 0.95  | 1.00 |       |
| Frt                    |        | 1.00   | 1.00  | 0.85 | 1.00 | 0.93  |      |      |      | 1.00  | 1.00  | 0.85 |       |
| Flt Protected          |        | 0.95   | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.95  | 0.96  | 1.00 |       |
| Satd. Flow (prot)      |        | 1770   | 3539  | 1583 | 1770 | 3307  |      |      |      | 1681  | 1698  | 1583 |       |
| Flt Permitted          |        | 0.13   | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.57  | 0.96  | 1.00 |       |
| Satd. Flow (perm)      |        | 238    | 3539  | 1583 | 1770 | 3307  |      |      |      | 1011  | 1698  | 1583 |       |
| Peak-hour factor, PHF  | 0.92   | 0.92   | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |       |
| Adj. Flow (vph)        | 296    | 14     | 516   | 125  | 155  | 1010  | 767  | 20   | 25   | 287   | 26    | 40   |       |
| RTOR Reduction (vph)   | 0      | 0      | 0     | 68   | 0    | 1     | 0    | 0    | 0    | 0     | 0     | 32   |       |
| Lane Group Flow (vph)  | 0      | 310    | 516   | 57   | 155  | 1796  | 0    | 0    | 0    | 166   | 172   | 8    |       |
| Turn Type              | custom | Prot   | NA    | Perm | Prot | NA    |      |      |      | Perm  | Split | NA   | pm+ov |
| Protected Phases       |        | 1      | 6     |      | 5    | 2     |      |      |      | 3     | 3     |      | 5     |
| Permitted Phases       | 1      |        |       | 6    |      |       |      |      | 3    |       |       |      | 3     |
| Actuated Green, G (s)  |        | 33.0   | 48.0  | 48.0 | 13.8 | 29.8  |      |      |      | 7.0   | 7.0   | 20.8 |       |
| Effective Green, g (s) |        | 33.0   | 48.0  | 48.0 | 13.8 | 29.8  |      |      |      | 7.0   | 7.0   | 20.8 |       |
| Actuated g/C Ratio     |        | 0.31   | 0.46  | 0.46 | 0.13 | 0.28  |      |      |      | 0.07  | 0.07  | 0.20 |       |
| Clearance Time (s)     |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0   | 8.0   | 4.0  |       |
| Vehicle Extension (s)  |        | 3.0    | 5.0   | 5.0  | 3.0  | 5.0   |      |      |      | 3.0   | 3.0   | 3.0  |       |
| Lane Grp Cap (vph)     |        | 74     | 1617  | 723  | 232  | 938   |      |      |      | 67    | 113   | 313  |       |
| v/s Ratio Prot         |        |        | 0.15  |      | 0.09 | c0.54 |      |      |      |       | 0.10  | 0.00 |       |
| v/s Ratio Perm         |        | c1.30  |       | 0.04 |      |       |      |      |      | c0.16 |       | 0.00 |       |
| v/c Ratio              |        | 4.19   | 0.32  | 0.08 | 0.67 | 1.92  |      |      |      | 2.48  | 1.52  | 0.03 |       |
| Uniform Delay, d1      |        | 36.0   | 18.1  | 16.1 | 43.4 | 37.6  |      |      |      | 49.0  | 49.0  | 33.9 |       |
| Progression Factor     |        | 1.00   | 1.00  | 1.00 | 1.00 | 1.00  |      |      |      | 1.00  | 1.00  | 1.00 |       |
| Incremental Delay, d2  |        | 1466.4 | 0.5   | 0.2  | 7.1  | 415.7 |      |      |      | 707.3 | 274.7 | 0.0  |       |
| Delay (s)              |        | 1502.4 | 18.6  | 16.3 | 50.5 | 453.3 |      |      |      | 756.3 | 323.7 | 34.0 |       |
| Level of Service       |        | F      | B     | B    | D    | F     |      |      |      | F     | F     | C    |       |
| Approach Delay (s)     |        |        | 502.0 |      |      | 421.3 |      |      |      |       | 483.0 |      |       |
| Approach LOS           |        |        | F     |      |      | F     |      |      |      |       | F     |      |       |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 418.5  | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 2.74   |                           |      |
| Actuated Cycle Length (s)         | 105.0  | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 100.6% | ICU Level of Service      | G    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |

HCM Signalized Intersection Capacity Analysis  
 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | SBL   | SBT   | SBR  | SBR2 |
|------------------------|-------|-------|------|------|
| Lane Configurations    | ↙     | ↑↑    |      |      |
| Volume (vph)           | 76    | 124   | 16   | 54   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 9.0   | 9.0   |      |      |
| Lane Util. Factor      | 1.00  | 0.95  |      |      |
| Frt                    | 1.00  | 0.95  |      |      |
| Flt Protected          | 0.95  | 1.00  |      |      |
| Satd. Flow (prot)      | 1770  | 3348  |      |      |
| Flt Permitted          | 0.95  | 1.00  |      |      |
| Satd. Flow (perm)      | 1770  | 3348  |      |      |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 83    | 135   | 17   | 59   |
| RTOR Reduction (vph)   | 0     | 40    | 0    | 0    |
| Lane Group Flow (vph)  | 83    | 171   | 0    | 0    |
| Turn Type              | Split | NA    |      |      |
| Protected Phases       | 4     | 4     |      |      |
| Permitted Phases       |       |       |      |      |
| Actuated Green, G (s)  | 10.2  | 10.2  |      |      |
| Effective Green, g (s) | 10.2  | 10.2  |      |      |
| Actuated g/C Ratio     | 0.10  | 0.10  |      |      |
| Clearance Time (s)     | 9.0   | 9.0   |      |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      |      |
| Lane Grp Cap (vph)     | 171   | 325   |      |      |
| v/s Ratio Prot         | 0.05  | c0.05 |      |      |
| v/s Ratio Perm         |       |       |      |      |
| v/c Ratio              | 0.49  | 0.53  |      |      |
| Uniform Delay, d1      | 44.9  | 45.1  |      |      |
| Progression Factor     | 1.00  | 1.00  |      |      |
| Incremental Delay, d2  | 2.2   | 1.5   |      |      |
| Delay (s)              | 47.1  | 46.6  |      |      |
| Level of Service       | D     | D     |      |      |
| Approach Delay (s)     |       | 46.8  |      |      |
| Approach LOS           |       | D     |      |      |

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|-------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |       |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 97    | 772   | 6    | 3    | 1379  | 119  | 11   | 47   | 34   | 183  | 0     | 173  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95  |      | 1.00 | 0.95  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00  |      | 1.00 | 0.99  |      |      | 0.95 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00  |      | 0.95 | 1.00  |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3535  |      | 1770 | 3497  |      |      | 1759 |      |      | 1770  | 1583 |
| Flt Permitted          | 0.12  | 1.00  |      | 0.33 | 1.00  |      |      | 0.96 |      |      | 0.76  | 1.00 |
| Satd. Flow (perm)      | 222   | 3535  |      | 622  | 3497  |      |      | 1697 |      |      | 1415  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 105   | 839   | 7    | 3    | 1499  | 129  | 12   | 51   | 37   | 199  | 0     | 188  |
| RTOR Reduction (vph)   | 0     | 1     | 0    | 0    | 10    | 0    | 0    | 28   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 105   | 845   | 0    | 3    | 1618  | 0    | 0    | 72   | 0    | 0    | 199   | 188  |
| Turn Type              | pm+pt | NA    |      | Perm | NA    |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4     |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |       |      | 8    |       |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 36.7  | 36.7  |      | 29.5 | 29.5  |      |      | 15.3 |      |      | 15.3  | 60.0 |
| Effective Green, g (s) | 36.7  | 36.7  |      | 29.5 | 29.5  |      |      | 15.3 |      |      | 15.3  | 60.0 |
| Actuated g/C Ratio     | 0.61  | 0.61  |      | 0.49 | 0.49  |      |      | 0.26 |      |      | 0.26  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      | 3.0  | 3.0   |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 218   | 2162  |      | 305  | 1719  |      |      | 432  |      |      | 360   | 1583 |
| v/s Ratio Prot         | 0.03  | c0.24 |      |      | c0.46 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | 0.27  |       |      | 0.00 |       |      |      | 0.04 |      |      | c0.14 | 0.12 |
| v/c Ratio              | 0.48  | 0.39  |      | 0.01 | 0.94  |      |      | 0.17 |      |      | 0.55  | 0.12 |
| Uniform Delay, d1      | 11.8  | 5.9   |      | 7.8  | 14.4  |      |      | 17.4 |      |      | 19.4  | 0.0  |
| Progression Factor     | 1.00  | 1.00  |      | 1.00 | 1.00  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 1.7   | 0.1   |      | 0.0  | 10.8  |      |      | 0.8  |      |      | 6.0   | 0.2  |
| Delay (s)              | 13.5  | 6.1   |      | 7.8  | 25.2  |      |      | 18.2 |      |      | 25.4  | 0.2  |
| Level of Service       | B     | A     |      | A    | C     |      |      | B    |      |      | C     | A    |
| Approach Delay (s)     |       | 6.9   |      |      | 25.2  |      |      | 18.2 |      |      | 13.1  |      |
| Approach LOS           |       | A     |      |      | C     |      |      | B    |      |      | B     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 17.8  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.79  |                           |      |
| Actuated Cycle Length (s)         | 60.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 74.1% | ICU Level of Service      | D    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      | ↑↑   | ↑    | ↑    | ↑↑    |      |      |      |      | ↑     | ↑    |      |
| Volume (vph)           | 0    | 636  | 345  | 76   | 1642  | 0    | 0    | 0    | 0    | 544   | 4    | 253  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95 |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.90 |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.98 |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1570 |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.98 |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1570 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 0    | 691  | 375  | 83   | 1785  | 0    | 0    | 0    | 0    | 591   | 4    | 275  |
| RTOR Reduction (vph)   | 0    | 0    | 202  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 10   | 0    |
| Lane Group Flow (vph)  | 0    | 691  | 173  | 83   | 1785  | 0    | 0    | 0    | 0    | 449   | 411  | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA   |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4    |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |      |      |
| Actuated Green, G (s)  |      | 41.6 | 41.6 | 7.0  | 52.6  |      |      |      |      | 27.5  | 27.5 |      |
| Effective Green, g (s) |      | 41.6 | 41.6 | 7.0  | 52.6  |      |      |      |      | 27.5  | 27.5 |      |
| Actuated g/C Ratio     |      | 0.46 | 0.46 | 0.08 | 0.58  |      |      |      |      | 0.31  | 0.31 |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     |      | 1635 | 731  | 137  | 2068  |      |      |      |      | 513   | 479  |      |
| v/s Ratio Prot         |      | 0.20 |      | 0.05 | c0.50 |      |      |      |      |       |      |      |
| v/s Ratio Perm         |      |      | 0.11 |      |       |      |      |      |      | c0.27 | 0.26 |      |
| v/c Ratio              |      | 0.42 | 0.24 | 0.61 | 0.86  |      |      |      |      | 0.88  | 0.86 |      |
| Uniform Delay, d1      |      | 16.2 | 14.6 | 40.2 | 15.7  |      |      |      |      | 29.6  | 29.4 |      |
| Progression Factor     |      | 1.00 | 1.00 | 1.15 | 1.07  |      |      |      |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  |      | 0.8  | 0.8  | 1.7  | 1.0   |      |      |      |      | 15.3  | 14.2 |      |
| Delay (s)              |      | 17.0 | 15.4 | 48.1 | 17.7  |      |      |      |      | 44.9  | 43.6 |      |
| Level of Service       |      | B    | B    | D    | B     |      |      |      |      | D     | D    |      |
| Approach Delay (s)     |      | 16.4 |      |      | 19.0  |      |      | 0.0  |      |       | 44.3 |      |
| Approach LOS           |      | B    |      |      | B     |      |      | A    |      |       | D    |      |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 24.1   | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.91   |                           |      |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 117.9% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |



HCM Signalized Intersection Capacity Analysis  
 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|-------|-------|------|------|------|------|
| Lane Configurations    | ↵     | ↑↑   |      |      | ↑↑   | ↵    | ↵↵    |       | ↵    |      |      |      |
| Volume (vph)           | 153   | 1049 | 0    | 0    | 1189 | 839  | 557   | 0     | 160  | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00  | 0.95 |      |      | 0.95 | 1.00 | 0.97  |       | 1.00 |      |      |      |
| Frt                    | 1.00  | 1.00 |      |      | 1.00 | 0.85 | 1.00  |       | 0.85 |      |      |      |
| Flt Protected          | 0.95  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770  | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Flt Permitted          | 0.17  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (perm)      | 316   | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 166   | 1140 | 0    | 0    | 1292 | 912  | 605   | 0     | 174  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 0    | 0    | 0    | 299  | 0     | 0     | 159  | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 166   | 1140 | 0    | 0    | 1292 | 613  | 605   | 0     | 15   | 0    | 0    | 0    |
| Turn Type              | Perm  | NA   |      |      | NA   | Perm | Prot  |       | Perm |      |      |      |
| Protected Phases       |       | 6    |      |      | 2    |      | 3     |       |      |      |      |      |
| Permitted Phases       | 6     |      |      |      |      | 2    |       |       | 3    |      |      |      |
| Actuated Green, G (s)  | 60.5  | 60.5 |      |      | 60.5 | 60.5 | 8.0   |       | 8.0  |      |      |      |
| Effective Green, g (s) | 60.5  | 60.5 |      |      | 60.5 | 60.5 | 8.0   |       | 8.0  |      |      |      |
| Actuated g/C Ratio     | 0.67  | 0.67 |      |      | 0.67 | 0.67 | 0.09  |       | 0.09 |      |      |      |
| Clearance Time (s)     | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      |      | 3.0  | 3.0  | 3.0   |       | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 212   | 2378 |      |      | 2378 | 1064 | 305   |       | 140  |      |      |      |
| v/s Ratio Prot         |       | 0.32 |      |      | 0.37 |      | c0.18 |       |      |      |      |      |
| v/s Ratio Perm         | c0.53 |      |      |      |      | 0.39 |       |       | 0.01 |      |      |      |
| v/c Ratio              | 0.78  | 0.48 |      |      | 0.54 | 0.58 | 1.98  |       | 0.11 |      |      |      |
| Uniform Delay, d1      | 10.2  | 7.1  |      |      | 7.6  | 7.9  | 41.0  |       | 37.7 |      |      |      |
| Progression Factor     | 1.17  | 1.21 |      |      | 0.57 | 2.43 | 1.00  |       | 1.00 |      |      |      |
| Incremental Delay, d2  | 20.5  | 0.6  |      |      | 0.9  | 2.2  | 454.2 |       | 0.4  |      |      |      |
| Delay (s)              | 32.5  | 9.2  |      |      | 5.2  | 21.5 | 495.2 |       | 38.1 |      |      |      |
| Level of Service       | C     | A    |      |      | A    | C    | F     |       | D    |      |      |      |
| Approach Delay (s)     |       | 12.2 |      |      | 11.9 |      |       | 393.1 |      |      | 0.0  |      |
| Approach LOS           |       | B    |      |      | B    |      |       | F     |      |      | A    |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 81.2  | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 0.84  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 69.6% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL         | WBR         | NBT         | NBR         | SBL                  | SBT  |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations               |             |             | ↑↑          |             | ↑                    | ↑↑   |
| Volume (veh/h)                    | 0           | 0           | 372         | 102         | 102                  | 214  |
| Sign Control                      | Stop        |             | Free        |             |                      | Free |
| Grade                             | 0%          |             | 0%          |             |                      | 0%   |
| Peak Hour Factor                  | 0.92        | 0.92        | 0.92        | 0.92        | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0           | 0           | 404         | 111         | 111                  | 233  |
| Pedestrians                       |             |             |             |             |                      |      |
| Lane Width (ft)                   |             |             |             |             |                      |      |
| Walking Speed (ft/s)              |             |             |             |             |                      |      |
| Percent Blockage                  |             |             |             |             |                      |      |
| Right turn flare (veh)            |             |             |             |             |                      |      |
| Median type                       |             |             | None        |             |                      | None |
| Median storage (veh)              |             |             |             |             |                      |      |
| Upstream signal (ft)              |             |             |             |             |                      | 366  |
| pX, platoon unblocked             |             |             |             |             |                      |      |
| vC, conflicting volume            | 798         | 258         |             |             | 515                  |      |
| vC1, stage 1 conf vol             |             |             |             |             |                      |      |
| vC2, stage 2 conf vol             |             |             |             |             |                      |      |
| vCu, unblocked vol                | 798         | 258         |             |             | 515                  |      |
| tC, single (s)                    | 6.8         | 6.9         |             |             | 4.1                  |      |
| tC, 2 stage (s)                   |             |             |             |             |                      |      |
| tF (s)                            | 3.5         | 3.3         |             |             | 2.2                  |      |
| p0 queue free %                   | 100         | 100         |             |             | 89                   |      |
| cM capacity (veh/h)               | 289         | 741         |             |             | 1047                 |      |
| <b>Direction, Lane #</b>          | <b>NB 1</b> | <b>NB 2</b> | <b>SB 1</b> | <b>SB 2</b> | <b>SB 3</b>          |      |
| Volume Total                      | 270         | 246         | 111         | 116         | 116                  |      |
| Volume Left                       | 0           | 0           | 111         | 0           | 0                    |      |
| Volume Right                      | 0           | 111         | 0           | 0           | 0                    |      |
| cSH                               | 1700        | 1700        | 1047        | 1700        | 1700                 |      |
| Volume to Capacity                | 0.16        | 0.14        | 0.11        | 0.07        | 0.07                 |      |
| Queue Length 95th (ft)            | 0           | 0           | 9           | 0           | 0                    |      |
| Control Delay (s)                 | 0.0         | 0.0         | 8.8         | 0.0         | 0.0                  |      |
| Lane LOS                          |             |             | A           |             |                      |      |
| Approach Delay (s)                | 0.0         |             | 2.9         |             |                      |      |
| Approach LOS                      |             |             |             |             |                      |      |
| <b>Intersection Summary</b>       |             |             |             |             |                      |      |
| Average Delay                     |             |             | 1.1         |             |                      |      |
| Intersection Capacity Utilization |             |             | 25.9%       |             | ICU Level of Service | A    |
| Analysis Period (min)             |             |             | 15          |             |                      |      |

**Intersection**

Int Delay, s/veh 17

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 253  | 105  | 603  | 0    | 0    | 443  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 275  | 114  | 655  | 0    | 0    | 482  |

| Major/Minor          | Minor1 | Major1 | Major2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 896    | 328    | 0 0 655 0  |
| Stage 1              | 655    | -      | - - - -    |
| Stage 2              | 241    | -      | - - - -    |
| Critical Hdwy        | 6.84   | 6.94   | - - 4.14 - |
| Critical Hdwy Stg 1  | 5.84   | -      | - - - -    |
| Critical Hdwy Stg 2  | 5.84   | -      | - - - -    |
| Follow-up Hdwy       | 3.52   | 3.32   | - - 2.22 - |
| Pot Cap-1 Maneuver   | 280    | 668    | - - 928 -  |
| Stage 1              | 479    | -      | - - - -    |
| Stage 2              | 776    | -      | - - - -    |
| Platoon blocked, %   |        |        | - - - -    |
| Mov Cap-1 Maneuver   | 280    | 668    | - - 928 -  |
| Mov Cap-2 Maneuver   | 280    | -      | - - - -    |
| Stage 1              | 479    | -      | - - - -    |
| Stage 2              | 776    | -      | - - - -    |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 66.5 | 0  | 0  |
| HCM LOS              | F    |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 280   | 668   | 928 | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.982 | 0.171 | -   | -   |
| HCM Control Delay (s) | -   | -   | 89.3  | 11.5  | 0   | -   |
| HCM Lane LOS          | -   | -   | F     | B     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 9.8   | 0.6   | 0   | -   |

**Intersection**

Int Delay, s/veh 48.3

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 223  | 25   | 641  | 0    | 0    | 0    | 0    | 394  | 29   | 25   | 669  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 242  | 27   | 697  | 0    | 0    | 0    | 0    | 428  | 32   | 27   | 727  | 0    |

| Major/Minor          | Minor2 |      |       | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 996    | 1242 | 364   | 727    | 0 | 0 | 460    | 0 | 0 |
| Stage 1              | 782    | 782  | -     | -      | - | - | -      | - | - |
| Stage 2              | 214    | 460  | -     | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94  | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -     | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -     | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32  | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | ~ 241  | 173  | ~ 633 | 872    | - | - | 1097   | - | - |
| Stage 1              | 411    | 403  | -     | -      | - | - | -      | - | - |
| Stage 2              | 801    | 564  | -     | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |       |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | ~ 231  | 0    | ~ 633 | 872    | - | - | 1097   | - | - |
| Mov Cap-2 Maneuver   | ~ 231  | 0    | -     | -      | - | - | -      | - | - |
| Stage 1              | 394    | 0    | -     | -      | - | - | -      | - | - |
| Stage 2              | 801    | 0    | -     | -      | - | - | -      | - | - |

| Approach             | EB    | NB | SB  |
|----------------------|-------|----|-----|
| HCM Control Delay, s | 108.5 | 0  | 0.5 |
| HCM LOS              | F     |    |     |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|-----|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 872 | -   | -   | 231   | 633   | 1097  | -   | -   |
| HCM Lane V/C Ratio    | -   | -   | -   | 1.108 | 1.122 | 0.025 | -   | -   |
| HCM Control Delay (s) | 0   | -   | -   | 136.4 | 98.4  | 8.4   | 0.2 | -   |
| HCM Lane LOS          | A   | -   | -   | F     | F     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0   | -   | -   | 11.5  | 21.9  | 0.1   | -   | -   |

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis  
 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕    | ↕↕↕  |      | ↘     | ↘    |
| Volume (vph)           | 26   | 1183  | 1110 | 21   | 12    | 108  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3535  | 5071 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.90  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3180  | 5071 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 28   | 1286  | 1207 | 23   | 13    | 117  |
| RTOR Reduction (vph)   | 0    | 0     | 1    | 0    | 0     | 109  |
| Lane Group Flow (vph)  | 0    | 1314  | 1229 | 0    | 13    | 8    |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 60.5  | 60.5 |      | 6.5   | 6.5  |
| Effective Green, g (s) |      | 60.5  | 60.5 |      | 6.5   | 6.5  |
| Actuated g/C Ratio     |      | 0.67  | 0.67 |      | 0.07  | 0.07 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 2137  | 3408 |      | 127   | 114  |
| v/s Ratio Prot         |      |       | 0.24 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.41 |      |      |       | 0.01 |
| v/c Ratio              |      | 0.61  | 0.36 |      | 0.10  | 0.07 |
| Uniform Delay, d1      |      | 8.2   | 6.4  |      | 39.0  | 38.9 |
| Progression Factor     |      | 0.26  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 1.2   | 0.3  |      | 0.4   | 0.3  |
| Delay (s)              |      | 3.3   | 6.7  |      | 39.4  | 39.2 |
| Level of Service       |      | A     | A    |      | D     | D    |
| Approach Delay (s)     |      | 3.3   | 6.7  |      | 39.2  |      |
| Approach LOS           |      | A     | A    |      | D     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 6.6   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.50  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 65.4% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# Queues

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



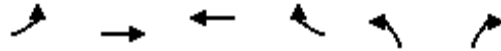
| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2 |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 749  | 90   | 733  | 600  | 406  | 329  | 1078 |
| v/c Ratio               | 0.61 | 0.10 | 0.60 | 0.60 | 0.46 | 0.37 | 0.68 |
| Control Delay           | 27.2 | 9.4  | 26.9 | 15.6 | 11.7 | 12.1 | 2.4  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 27.2 | 9.4  | 26.9 | 15.6 | 11.7 | 12.1 | 2.4  |
| Queue Length 50th (ft)  | 184  | 22   | 178  | 204  | 111  | 95   | 0    |
| Queue Length 95th (ft)  | 244  | 44   | 238  | 308  | 185  | 151  | 0    |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |      |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |      |
| Base Capacity (vph)     | 1218 | 897  | 1218 | 1003 | 877  | 897  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.61 | 0.10 | 0.60 | 0.60 | 0.46 | 0.37 | 0.68 |

### Intersection Summary

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL  | EBT  | WBT  | WBR  | NBL   | NBR  |
|-------------------------|------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 208  | 1770 | 914  | 642  | 525   | 163  |
| v/c Ratio               | 0.55 | 0.71 | 0.37 | 0.49 | 1.53  | 0.53 |
| Control Delay           | 10.4 | 7.6  | 3.4  | 2.0  | 283.9 | 13.5 |
| Queue Delay             | 0.0  | 0.6  | 0.4  | 0.2  | 0.7   | 3.6  |
| Total Delay             | 10.4 | 8.1  | 3.8  | 2.2  | 284.7 | 17.1 |
| Queue Length 50th (ft)  | 46   | 206  | 44   | 10   | -217  | 0    |
| Queue Length 95th (ft)  | m68  | 246  | 60   | 43   | #317  | 57   |
| Internal Link Dist (ft) |      | 216  | 34   |      |       |      |
| Turn Bay Length (ft)    | 150  |      |      |      | 500   |      |
| Base Capacity (vph)     | 376  | 2493 | 2493 | 1304 | 343   | 305  |
| Starvation Cap Reductn  | 0    | 330  | 942  | 173  | 0     | 0    |
| Spillback Cap Reductn   | 0    | 9    | 555  | 0    | 22    | 76   |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 0.55 | 0.82 | 0.59 | 0.57 | 1.64  | 0.71 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL  | NER  | NER2  |
|------------------------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑    | ↑    |      | ↑    | ↑     |
| Volume (vph)           | 689  | 83   | 0    | 674  | 511  | 415  | 0    | 303  | 992   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |      | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.99 | 0.85 |      | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1760 | 1504 |      | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1760 | 1504 |      | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)        | 749  | 90   | 0    | 733  | 555  | 451  | 0    | 329  | 1078  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 5    | 26   | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 749  | 90   | 0    | 733  | 595  | 380  | 0    | 329  | 1078  |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |      | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |      |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |      | 2!   | Free  |
| Actuated Green, G (s)  | 31.0 | 51.0 |      | 31.0 | 51.0 | 51.0 |      | 51.0 | 90.0  |
| Effective Green, g (s) | 31.0 | 51.0 |      | 31.0 | 51.0 | 51.0 |      | 51.0 | 90.0  |
| Actuated g/C Ratio     | 0.34 | 0.57 |      | 0.34 | 0.57 | 0.57 |      | 0.57 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |      | 3.0  |       |
| Lane Grp Cap (vph)     | 1218 | 897  |      | 1218 | 997  | 852  |      | 897  | 1583  |
| v/s Ratio Prot         | 0.21 | 0.06 |      | 0.21 | 0.34 |      |      |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.25 |      | 0.21 | c0.68 |
| v/c Ratio              | 0.61 | 0.10 |      | 0.60 | 0.60 | 0.45 |      | 0.37 | 0.68  |
| Uniform Delay, d1      | 24.5 | 9.0  |      | 24.4 | 12.8 | 11.3 |      | 10.7 | 0.0   |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  |
| Incremental Delay, d2  | 2.3  | 0.2  |      | 2.2  | 2.6  | 1.7  |      | 1.2  | 2.4   |
| Delay (s)              | 26.9 | 9.2  |      | 26.6 | 15.4 | 13.0 |      | 11.8 | 2.4   |
| Level of Service       | C    | A    |      | C    | B    | B    |      | B    | A     |
| Approach Delay (s)     | 25.0 |      |      | 26.6 | 14.4 |      | 4.6  |      |       |
| Approach LOS           | C    |      |      | C    | B    |      | A    |      |       |

### Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 15.4  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 0.75  |                           |     |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 73.2% | ICU Level of Service      | D   |
| Analysis Period (min)             | 15    |                           |     |

! Phase conflict between lane groups.

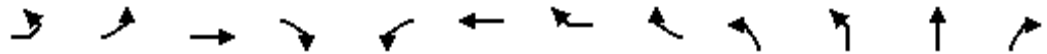
c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL    | EBT   | EBR  | WBL  | WBT    | WBR  | WBR2 | NBL2 | NBL    | NBT   | NBR   |
|------------------------|--------|--------|-------|------|------|--------|------|------|------|--------|-------|-------|
| Lane Configurations    |        | ↔      | ↕     | ↗    | ↖    | ↕      |      |      |      | ↔      | ↕     | ↗     |
| Volume (vph)           | 295    | 20     | 981   | 82   | 105  | 644    | 746  | 12   | 51   | 481    | 43    | 141   |
| Ideal Flow (vphpl)     | 1900   | 1900   | 1900  | 1900 | 1900 | 1900   | 1900 | 1900 | 1900 | 1900   | 1900  | 1900  |
| Total Lost time (s)    |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0   |
| Lane Util. Factor      |        | 1.00   | 0.95  | 1.00 | 1.00 | 0.95   |      |      |      | 0.95   | 0.95  | 1.00  |
| Frt                    |        | 1.00   | 1.00  | 0.85 | 1.00 | 0.92   |      |      |      | 1.00   | 1.00  | 0.85  |
| Flt Protected          |        | 0.95   | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.95   | 0.96  | 1.00  |
| Satd. Flow (prot)      |        | 1770   | 3539  | 1583 | 1770 | 3252   |      |      |      | 1681   | 1697  | 1583  |
| Flt Permitted          |        | 0.17   | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.21   | 0.96  | 1.00  |
| Satd. Flow (perm)      |        | 315    | 3539  | 1583 | 1770 | 3252   |      |      |      | 373    | 1697  | 1583  |
| Peak-hour factor, PHF  | 0.92   | 0.92   | 0.92  | 0.92 | 0.92 | 0.92   | 0.92 | 0.92 | 0.92 | 0.92   | 0.92  | 0.92  |
| Adj. Flow (vph)        | 321    | 22     | 1066  | 89   | 114  | 700    | 811  | 13   | 55   | 523    | 47    | 153   |
| RTOR Reduction (vph)   | 0      | 0      | 0     | 54   | 0    | 1      | 0    | 0    | 0    | 0      | 0     | 110   |
| Lane Group Flow (vph)  | 0      | 343    | 1066  | 35   | 114  | 1523   | 0    | 0    | 0    | 311    | 314   | 43    |
| Turn Type              | custom | Prot   | NA    | Perm | Prot | NA     |      |      | Perm | Split  | NA    | pm+ov |
| Protected Phases       |        | 1      | 6     |      | 5    | 2      |      |      |      | 3      | 3     | 5     |
| Permitted Phases       | 1      |        |       | 6    |      |        |      |      | 3    |        |       | 3     |
| Actuated Green, G (s)  |        | 26.0   | 41.0  | 41.0 | 10.4 | 26.4   |      |      |      | 19.0   | 19.0  | 29.4  |
| Effective Green, g (s) |        | 26.0   | 41.0  | 41.0 | 10.4 | 26.4   |      |      |      | 19.0   | 19.0  | 29.4  |
| Actuated g/C Ratio     |        | 0.25   | 0.39  | 0.39 | 0.10 | 0.25   |      |      |      | 0.18   | 0.18  | 0.28  |
| Clearance Time (s)     |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0   |
| Vehicle Extension (s)  |        | 3.0    | 5.0   | 5.0  | 3.0  | 5.0    |      |      |      | 3.0    | 3.0   | 3.0   |
| Lane Grp Cap (vph)     |        | 78     | 1381  | 618  | 175  | 817    |      |      |      | 67     | 307   | 443   |
| v/s Ratio Prot         |        |        | 0.30  |      | 0.06 | c0.47  |      |      |      |        | 0.18  | 0.01  |
| v/s Ratio Perm         |        | c1.09  |       | 0.02 |      |        |      |      |      | c0.83  |       | 0.02  |
| v/c Ratio              |        | 4.40   | 0.77  | 0.06 | 0.65 | 2.07dr |      |      |      | 4.64   | 1.02  | 0.10  |
| Uniform Delay, d1      |        | 39.5   | 27.9  | 19.9 | 45.6 | 39.3   |      |      |      | 43.0   | 43.0  | 28.0  |
| Progression Factor     |        | 1.00   | 1.00  | 1.00 | 1.00 | 1.00   |      |      |      | 1.00   | 1.00  | 1.00  |
| Incremental Delay, d2  |        | 1558.2 | 4.2   | 0.2  | 8.4  | 393.7  |      |      |      | 1672.4 | 57.3  | 0.1   |
| Delay (s)              |        | 1597.7 | 32.2  | 20.1 | 53.9 | 433.0  |      |      |      | 1715.4 | 100.3 | 28.1  |
| Level of Service       |        | F      | C     | C    | D    | F      |      |      |      | F      | F     | C     |
| Approach Delay (s)     |        |        | 389.9 |      |      | 406.6  |      |      |      |        | 731.7 |       |
| Approach LOS           |        |        | F     |      |      | F      |      |      |      |        | F     |       |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 446.2 | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 3.22  |                           |      |
| Actuated Cycle Length (s)         | 105.0 | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 96.3% | ICU Level of Service      | F    |
| Analysis Period (min)             | 15    |                           |      |

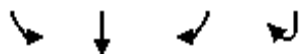
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement                    | SBL   | SBT  | SBR  | SBR2 |
|-----------------------------|-------|------|------|------|
| Lane Configurations         |       |      |      |      |
| Volume (vph)                | 49    | 80   | 9    | 30   |
| Ideal Flow (vphpl)          | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)         | 9.0   | 9.0  |      |      |
| Lane Util. Factor           | 1.00  | 0.95 |      |      |
| Frt                         | 1.00  | 0.95 |      |      |
| Flt Protected               | 0.95  | 1.00 |      |      |
| Satd. Flow (prot)           | 1770  | 3364 |      |      |
| Flt Permitted               | 0.95  | 1.00 |      |      |
| Satd. Flow (perm)           | 1770  | 3364 |      |      |
| Peak-hour factor, PHF       | 0.92  | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)             | 53    | 87   | 10   | 33   |
| RTOR Reduction (vph)        | 0     | 30   | 0    | 0    |
| Lane Group Flow (vph)       | 53    | 100  | 0    | 0    |
| Turn Type                   | Split | NA   |      |      |
| Protected Phases            | 4     | 4    |      |      |
| Permitted Phases            |       |      |      |      |
| Actuated Green, G (s)       | 8.6   | 8.6  |      |      |
| Effective Green, g (s)      | 8.6   | 8.6  |      |      |
| Actuated g/C Ratio          | 0.08  | 0.08 |      |      |
| Clearance Time (s)          | 9.0   | 9.0  |      |      |
| Vehicle Extension (s)       | 3.0   | 3.0  |      |      |
| Lane Grp Cap (vph)          | 144   | 275  |      |      |
| v/s Ratio Prot              | c0.03 | 0.03 |      |      |
| v/s Ratio Perm              |       |      |      |      |
| v/c Ratio                   | 0.37  | 0.36 |      |      |
| Uniform Delay, d1           | 45.6  | 45.6 |      |      |
| Progression Factor          | 1.00  | 1.00 |      |      |
| Incremental Delay, d2       | 1.6   | 0.8  |      |      |
| Delay (s)                   | 47.2  | 46.4 |      |      |
| Level of Service            | D     | D    |      |      |
| Approach Delay (s)          |       | 46.7 |      |      |
| Approach LOS                |       | D    |      |      |
| <b>Intersection Summary</b> |       |      |      |      |

HCM Signalized Intersection Capacity Analysis  
 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|-------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |       |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 203   | 1234  | 4    | 5    | 978   | 180  | 23   | 50   | 26   | 223  | 1     | 200  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95  |      | 1.00 | 0.95  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00  |      | 1.00 | 0.98  |      |      | 0.96 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00  |      | 0.95 | 1.00  |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3538  |      | 1770 | 3457  |      |      | 1776 |      |      | 1774  | 1583 |
| Flt Permitted          | 0.14  | 1.00  |      | 0.19 | 1.00  |      |      | 0.90 |      |      | 0.71  | 1.00 |
| Satd. Flow (perm)      | 266   | 3538  |      | 359  | 3457  |      |      | 1624 |      |      | 1322  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 221   | 1341  | 4    | 5    | 1063  | 196  | 25   | 54   | 28   | 242  | 1     | 217  |
| RTOR Reduction (vph)   | 0     | 0     | 0    | 0    | 25    | 0    | 0    | 20   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 221   | 1345  | 0    | 5    | 1234  | 0    | 0    | 87   | 0    | 0    | 243   | 217  |
| Turn Type              | pm+pt | NA    |      | Perm | NA    |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4     |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |       |      | 8    |       |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 35.0  | 35.0  |      | 24.0 | 24.0  |      |      | 17.0 |      |      | 17.0  | 60.0 |
| Effective Green, g (s) | 35.0  | 35.0  |      | 24.0 | 24.0  |      |      | 17.0 |      |      | 17.0  | 60.0 |
| Actuated g/C Ratio     | 0.58  | 0.58  |      | 0.40 | 0.40  |      |      | 0.28 |      |      | 0.28  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      | 3.0  | 3.0   |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 330   | 2063  |      | 143  | 1382  |      |      | 460  |      |      | 374   | 1583 |
| v/s Ratio Prot         | 0.08  | c0.38 |      |      | c0.36 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | 0.31  |       |      | 0.01 |       |      |      | 0.05 |      |      | c0.18 | 0.14 |
| v/c Ratio              | 0.67  | 0.65  |      | 0.03 | 0.89  |      |      | 0.19 |      |      | 0.65  | 0.14 |
| Uniform Delay, d1      | 10.6  | 8.4   |      | 11.0 | 16.8  |      |      | 16.3 |      |      | 18.9  | 0.0  |
| Progression Factor     | 1.00  | 1.00  |      | 1.00 | 1.00  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 5.1   | 0.7   |      | 0.1  | 7.7   |      |      | 0.9  |      |      | 8.5   | 0.2  |
| Delay (s)              | 15.7  | 9.2   |      | 11.1 | 24.5  |      |      | 17.2 |      |      | 27.4  | 0.2  |
| Level of Service       | B     | A     |      | B    | C     |      |      | B    |      |      | C     | A    |
| Approach Delay (s)     |       | 10.1  |      |      | 24.5  |      |      | 17.2 |      |      | 14.5  |      |
| Approach LOS           |       | B     |      |      | C     |      |      | B    |      |      | B     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 16.3  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.79  |                           |      |
| Actuated Cycle Length (s)         | 60.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 73.1% | ICU Level of Service      | D    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      | ↑↑   | ↑    | ↑    | ↑↑    |      |      |      |      | ↑     | ↑    |      |
| Volume (vph)           | 0    | 1193 | 481  | 63   | 1384  | 0    | 0    | 0    | 0    | 575   | 14   | 132  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95 |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.94 |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1623 |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1623 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 0    | 1297 | 523  | 68   | 1504  | 0    | 0    | 0    | 0    | 625   | 15   | 143  |
| RTOR Reduction (vph)   | 0    | 0    | 261  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 22   | 0    |
| Lane Group Flow (vph)  | 0    | 1297 | 262  | 68   | 1504  | 0    | 0    | 0    | 0    | 400   | 361  | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA   |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4    |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |      |      |
| Actuated Green, G (s)  |      | 45.1 | 45.1 | 5.1  | 54.2  |      |      |      |      | 25.9  | 25.9 |      |
| Effective Green, g (s) |      | 45.1 | 45.1 | 5.1  | 54.2  |      |      |      |      | 25.9  | 25.9 |      |
| Actuated g/C Ratio     |      | 0.50 | 0.50 | 0.06 | 0.60  |      |      |      |      | 0.29  | 0.29 |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     |      | 1773 | 793  | 100  | 2131  |      |      |      |      | 483   | 467  |      |
| v/s Ratio Prot         |      | 0.37 |      | 0.04 | c0.42 |      |      |      |      |       |      |      |
| v/s Ratio Perm         |      |      | 0.17 |      |       |      |      |      |      | c0.24 | 0.22 |      |
| v/c Ratio              |      | 0.73 | 0.33 | 0.68 | 0.71  |      |      |      |      | 0.83  | 0.77 |      |
| Uniform Delay, d1      |      | 17.7 | 13.4 | 41.6 | 12.4  |      |      |      |      | 30.0  | 29.4 |      |
| Progression Factor     |      | 1.00 | 1.00 | 1.02 | 1.30  |      |      |      |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  |      | 2.7  | 1.1  | 12.1 | 0.7   |      |      |      |      | 11.2  | 7.8  |      |
| Delay (s)              |      | 20.4 | 14.5 | 54.5 | 16.8  |      |      |      |      | 41.1  | 37.1 |      |
| Level of Service       |      | C    | B    | D    | B     |      |      |      |      | D     | D    |      |
| Approach Delay (s)     |      | 18.7 |      |      | 18.4  |      |      | 0.0  |      |       | 39.2 |      |
| Approach LOS           |      | B    |      |      | B     |      |      | A    |      |       | D    |      |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 22.4   | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.78   |                           |      |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 109.4% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|------|------|------|-------|-------|------|------|------|------|
| Lane Configurations    | ↵    | ↕↕    |      |      | ↕↕   | ↵    | ↵↵    |       | ↵    |      |      |      |
| Volume (vph)           | 191  | 1628  | 0    | 0    | 841  | 591  | 483   | 0     | 150  | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4  | 5.4   |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00 | 0.95  |      |      | 0.95 | 1.00 | 0.97  |       | 1.00 |      |      |      |
| Frt                    | 1.00 | 1.00  |      |      | 1.00 | 0.85 | 1.00  |       | 0.85 |      |      |      |
| Flt Protected          | 0.95 | 1.00  |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770 | 3539  |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Flt Permitted          | 0.29 | 1.00  |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (perm)      | 535  | 3539  |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 208  | 1770  | 0    | 0    | 914  | 642  | 525   | 0     | 163  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0    | 0     | 0    | 0    | 0    | 203  | 0     | 0     | 147  | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 208  | 1770  | 0    | 0    | 914  | 439  | 525   | 0     | 16   | 0    | 0    | 0    |
| Turn Type              | Perm | NA    |      |      | NA   | Perm | Prot  |       | Perm |      |      |      |
| Protected Phases       |      | 6     |      |      | 2    |      | 3     |       |      |      |      |      |
| Permitted Phases       | 6    |       |      |      |      | 2    |       |       | 3    |      |      |      |
| Actuated Green, G (s)  | 61.6 | 61.6  |      |      | 61.6 | 61.6 | 9.0   |       | 9.0  |      |      |      |
| Effective Green, g (s) | 61.6 | 61.6  |      |      | 61.6 | 61.6 | 9.0   |       | 9.0  |      |      |      |
| Actuated g/C Ratio     | 0.68 | 0.68  |      |      | 0.68 | 0.68 | 0.10  |       | 0.10 |      |      |      |
| Clearance Time (s)     | 5.4  | 5.4   |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0  | 3.0   |      |      | 3.0  | 3.0  | 3.0   |       | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 366  | 2422  |      |      | 2422 | 1083 | 343   |       | 158  |      |      |      |
| v/s Ratio Prot         |      | c0.50 |      |      | 0.26 |      | c0.15 |       |      |      |      |      |
| v/s Ratio Perm         | 0.39 |       |      |      |      | 0.28 |       |       | 0.01 |      |      |      |
| v/c Ratio              | 0.57 | 0.73  |      |      | 0.38 | 0.41 | 1.53  |       | 0.10 |      |      |      |
| Uniform Delay, d1      | 7.3  | 9.0   |      |      | 6.0  | 6.2  | 40.5  |       | 36.8 |      |      |      |
| Progression Factor     | 0.67 | 0.68  |      |      | 0.48 | 1.02 | 1.00  |       | 1.00 |      |      |      |
| Incremental Delay, d2  | 4.4  | 1.4   |      |      | 0.4  | 1.1  | 253.1 |       | 0.3  |      |      |      |
| Delay (s)              | 9.3  | 7.5   |      |      | 3.4  | 7.5  | 293.6 |       | 37.1 |      |      |      |
| Level of Service       | A    | A     |      |      | A    | A    | F     |       | D    |      |      |      |
| Approach Delay (s)     |      | 7.7   |      |      | 5.1  |      |       | 232.8 |      |      | 0.0  |      |
| Approach LOS           |      | A     |      |      | A    |      |       | F     |      |      | A    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 43.4  | HCM 2000 Level of Service | D    |
| HCM 2000 Volume to Capacity ratio | 0.78  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 66.6% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    |      |      | ↑↑   |      | ↘    | ↑↑   |
| Volume (veh/h)         | 0    | 0    | 779  | 159  | 93   | 132  |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Peak Hour Factor       | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0    | 0    | 847  | 173  | 101  | 143  |
| Pedestrians            |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      | None |      |      | None |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      | 366  |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1207 | 510  |      |      | 1020 |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1207 | 510  |      |      | 1020 |      |
| tC, single (s)         | 6.8  | 6.9  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 100  | 100  |      |      | 85   |      |
| cM capacity (veh/h)    | 150  | 509  |      |      | 676  |      |

| Direction, Lane #      | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 |
|------------------------|------|------|------|------|------|
| Volume Total           | 564  | 455  | 101  | 72   | 72   |
| Volume Left            | 0    | 0    | 101  | 0    | 0    |
| Volume Right           | 0    | 173  | 0    | 0    | 0    |
| cSH                    | 1700 | 1700 | 676  | 1700 | 1700 |
| Volume to Capacity     | 0.33 | 0.27 | 0.15 | 0.04 | 0.04 |
| Queue Length 95th (ft) | 0    | 0    | 13   | 0    | 0    |
| Control Delay (s)      | 0.0  | 0.0  | 11.3 | 0.0  | 0.0  |
| Lane LOS               |      |      | B    |      |      |
| Approach Delay (s)     | 0.0  |      | 4.7  |      |      |
| Approach LOS           |      |      |      |      |      |

| Intersection Summary              |  |  |       |                      |   |
|-----------------------------------|--|--|-------|----------------------|---|
| Average Delay                     |  |  | 0.9   |                      |   |
| Intersection Capacity Utilization |  |  | 38.4% | ICU Level of Service | A |
| Analysis Period (min)             |  |  | 15    |                      |   |

**Intersection**

Int Delay, s/veh 15.6

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 137  | 103  | 1129 | 0    | 0    | 303  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 149  | 112  | 1227 | 0    | 0    | 329  |

| Major/Minor          | Minor1 | Major1 | Major2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 1392   | 614    | 0 0 1227 0 |
| Stage 1              | 1227   | -      | - - - -    |
| Stage 2              | 165    | -      | - - - -    |
| Critical Hdwy        | 6.84   | 6.94   | - - 4.14 - |
| Critical Hdwy Stg 1  | 5.84   | -      | - - - -    |
| Critical Hdwy Stg 2  | 5.84   | -      | - - - -    |
| Follow-up Hdwy       | 3.52   | 3.32   | - - 2.22 - |
| Pot Cap-1 Maneuver   | ~ 133  | 435    | - - 564 -  |
| Stage 1              | 240    | -      | - - - -    |
| Stage 2              | 847    | -      | - - - -    |
| Platoon blocked, %   |        |        | - - - -    |
| Mov Cap-1 Maneuver   | ~ 133  | 435    | - - 564 -  |
| Mov Cap-2 Maneuver   | ~ 133  | -      | - - - -    |
| Stage 1              | 240    | -      | - - - -    |
| Stage 2              | 847    | -      | - - - -    |

| Approach             | WB  | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 109 | 0  | 0  |
| HCM LOS              | F   |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 133   | 435   | 564 | -   |
| HCM Lane V/C Ratio    | -   | -   | 1.12  | 0.257 | -   | -   |
| HCM Control Delay (s) | -   | -   | 178.8 | 16.1  | 0   | -   |
| HCM Lane LOS          | -   | -   | F     | C     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 8.5   | 1     | 0   | -   |

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 28.3

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 283  | 14   | 365  | 0    | 0    | 0    | 0    | 823  | 16   | 12   | 426  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 308  | 15   | 397  | 0    | 0    | 0    | 0    | 895  | 17   | 13   | 463  | 0    |

**Major/Minor**

|                      | Minor2 |      |      | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 936    | 1401 | 232  | 463    | 0 | 0 | 912    | 0 | 0 |
| Stage 1              | 489    | 489  | -    | -      | - | - | -      | - | - |
| Stage 2              | 447    | 912  | -    | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94 | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32 | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | ~ 264  | 139  | 770  | 1095   | - | - | 743    | - | - |
| Stage 1              | 582    | 548  | -    | -      | - | - | -      | - | - |
| Stage 2              | 611    | 351  | -    | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |      |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | ~ 258  | 0    | 770  | 1095   | - | - | 743    | - | - |
| Mov Cap-2 Maneuver   | ~ 258  | 0    | -    | -      | - | - | -      | - | - |
| Stage 1              | 568    | 0    | -    | -      | - | - | -      | - | - |
| Stage 2              | 611    | 0    | -    | -      | - | - | -      | - | - |

**Approach**

|                      | EB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 82.6 | 0  | 0.4 |
| HCM LOS              | F    |    |     |

**Minor Lane/Major Mvmt**

|                       | NBL  | NBT | NBR | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1095 | -   | -   | 258   | 770   | 743   | -   | -   |
| HCM Lane V/C Ratio    | -    | -   | -   | 1.222 | 0.525 | 0.018 | -   | -   |
| HCM Control Delay (s) | 0    | -   | -   | 169.7 | 14.7  | 9.9   | 0.1 | -   |
| HCM Lane LOS          | A    | -   | -   | F     | B     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0    | -   | -   | 15    | 3.1   | 0.1   | -   | -   |

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



HCM Signalized Intersection Capacity Analysis  
 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↔↕    | ↔↕↔  |      | ↔↕    | ↔↕   |
| Volume (vph)           | 31   | 1747  | 850  | 26   | 16    | 33   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3536  | 5063 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.92  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3246  | 5063 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 34   | 1899  | 924  | 28   | 17    | 36   |
| RTOR Reduction (vph)   | 0    | 0     | 2    | 0    | 0     | 34   |
| Lane Group Flow (vph)  | 0    | 1933  | 950  | 0    | 17    | 2    |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 61.6  | 61.6 |      | 4.4   | 4.4  |
| Effective Green, g (s) |      | 61.6  | 61.6 |      | 4.4   | 4.4  |
| Actuated g/C Ratio     |      | 0.68  | 0.68 |      | 0.05  | 0.05 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 2221  | 3465 |      | 86    | 77   |
| v/s Ratio Prot         |      |       | 0.19 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.60 |      |      |       | 0.00 |
| v/c Ratio              |      | 0.87  | 0.27 |      | 0.20  | 0.02 |
| Uniform Delay, d1      |      | 11.1  | 5.5  |      | 41.1  | 40.8 |
| Progression Factor     |      | 0.21  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 3.6   | 0.2  |      | 1.1   | 0.1  |
| Delay (s)              |      | 5.9   | 5.7  |      | 42.2  | 40.9 |
| Level of Service       |      | A     | A    |      | D     | D    |
| Approach Delay (s)     |      | 5.9   | 5.7  |      | 41.3  |      |
| Approach LOS           |      | A     | A    |      | D     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 6.5   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.73  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 84.5% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

Queues

1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2 |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 540  | 72   | 1051 | 235  | 218  | 147  | 1704 |
| v/c Ratio               | 0.27 | 0.13 | 0.52 | 0.38 | 0.33 | 0.27 | 1.08 |
| Control Delay           | 10.4 | 21.2 | 13.2 | 20.8 | 4.6  | 23.0 | 51.8 |
| Queue Delay             | 0.0  | 0.0  | 0.8  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 10.4 | 21.2 | 14.0 | 20.8 | 4.6  | 23.0 | 51.8 |
| Queue Length 50th (ft)  | 76   | 28   | 180  | 83   | 0    | 60   | ~145 |
| Queue Length 95th (ft)  | 105  | 58   | 233  | 146  | 49   | 107  | #403 |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |      |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |      |
| Base Capacity (vph)     | 2005 | 545  | 2005 | 611  | 660  | 545  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 600  | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.27 | 0.13 | 0.75 | 0.38 | 0.33 | 0.27 | 1.08 |

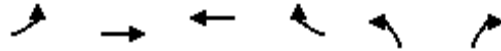
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL   | EBT  | WBT  | WBR  | NBL   | NBR  |
|-------------------------|-------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 166   | 1142 | 1296 | 912  | 609   | 174  |
| v/c Ratio               | 0.77  | 0.47 | 0.54 | 0.67 | 2.00  | 0.58 |
| Control Delay           | 38.1  | 9.6  | 5.4  | 4.2  | 485.3 | 15.0 |
| Queue Delay             | 0.0   | 0.2  | 0.3  | 0.3  | 4.2   | 1.7  |
| Total Delay             | 38.1  | 9.8  | 5.7  | 4.5  | 489.6 | 16.6 |
| Queue Length 50th (ft)  | 48    | 172  | 70   | 51   | -281  | 0    |
| Queue Length 95th (ft)  | m#172 | 203  | 103  | 144  | #386  | 60   |
| Internal Link Dist (ft) |       | 216  | 34   |      |       |      |
| Turn Bay Length (ft)    | 150   |      |      |      | 500   |      |
| Base Capacity (vph)     | 215   | 2416 | 2416 | 1370 | 305   | 299  |
| Starvation Cap Reductn  | 0     | 467  | 490  | 113  | 0     | 0    |
| Spillback Cap Reductn   | 0     | 54   | 407  | 0    | 84    | 40   |
| Storage Cap Reductn     | 0     | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 0.77  | 0.59 | 0.67 | 0.73 | 2.76  | 0.67 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL  | NER  | NER2  |
|------------------------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑↑   | ↑    |      | ↑    | ↑     |
| Volume (vph)           | 497  | 66   | 0    | 967  | 134  | 282  | 0    | 135  | 1568  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |      | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.94 | 0.85 |      | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1704 | 1504 |      | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1704 | 1504 |      | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)        | 540  | 72   | 0    | 1051 | 146  | 307  | 0    | 147  | 1704  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 24   | 143  | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 540  | 72   | 0    | 1051 | 211  | 75   | 0    | 147  | 1704  |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |      | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |      |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |      | 2!   | Free  |
| Actuated Green, G (s)  | 51.0 | 31.0 |      | 51.0 | 31.0 | 31.0 |      | 31.0 | 90.0  |
| Effective Green, g (s) | 51.0 | 31.0 |      | 51.0 | 31.0 | 31.0 |      | 31.0 | 90.0  |
| Actuated g/C Ratio     | 0.57 | 0.34 |      | 0.57 | 0.34 | 0.34 |      | 0.34 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |      | 3.0  |       |
| Lane Grp Cap (vph)     | 2005 | 545  |      | 2005 | 586  | 518  |      | 545  | 1583  |
| v/s Ratio Prot         | 0.15 | 0.05 |      | 0.30 | 0.12 |      |      |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.05 |      | 0.09 | c1.08 |
| v/c Ratio              | 0.27 | 0.13 |      | 0.52 | 0.36 | 0.14 |      | 0.27 | 1.08  |
| Uniform Delay, d1      | 10.0 | 20.3 |      | 12.0 | 22.1 | 20.4 |      | 21.3 | 45.0  |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  |
| Incremental Delay, d2  | 0.3  | 0.5  |      | 1.0  | 1.7  | 0.6  |      | 1.2  | 46.3  |
| Delay (s)              | 10.3 | 20.8 |      | 13.0 | 23.8 | 20.9 |      | 22.5 | 91.3  |
| Level of Service       | B    | C    |      | B    | C    | C    |      | C    | F     |
| Approach Delay (s)     | 11.5 |      |      | 13.0 | 22.4 |      | 85.8 |      |       |
| Approach LOS           | B    |      |      | B    | C    |      | F    |      |       |

### Intersection Summary

|                                   |        |                           |     |
|-----------------------------------|--------|---------------------------|-----|
| HCM 2000 Control Delay            | 47.8   | HCM 2000 Level of Service | D   |
| HCM 2000 Volume to Capacity ratio | 1.18   |                           |     |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 107.8% | ICU Level of Service      | G   |
| Analysis Period (min)             | 15     |                           |     |

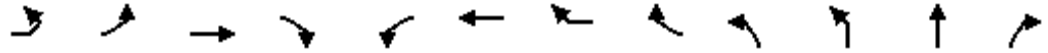
! Phase conflict between lane groups.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL    | EBT   | EBR  | WBL  | WBT   | WBR  | WBR2 | NBL2 | NBL   | NBT   | NBR  |       |
|------------------------|--------|--------|-------|------|------|-------|------|------|------|-------|-------|------|-------|
| Lane Configurations    |        | ↔      | ↕     | ↗    | ↖    | ↕     |      |      |      | ↔     | ↕     | ↗    |       |
| Volume (vph)           | 272    | 13     | 477   | 115  | 143  | 932   | 706  | 18   | 23   | 270   | 24    | 37   |       |
| Ideal Flow (vphpl)     | 1900   | 1900   | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |       |
| Total Lost time (s)    |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0   | 8.0   | 4.0  |       |
| Lane Util. Factor      |        | 1.00   | 0.95  | 1.00 | 1.00 | 0.95  |      |      |      | 0.95  | 0.95  | 1.00 |       |
| Frt                    |        | 1.00   | 1.00  | 0.85 | 1.00 | 0.93  |      |      |      | 1.00  | 1.00  | 0.85 |       |
| Flt Protected          |        | 0.95   | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.95  | 0.96  | 1.00 |       |
| Satd. Flow (prot)      |        | 1770   | 3539  | 1583 | 1770 | 3307  |      |      |      | 1681  | 1697  | 1583 |       |
| Flt Permitted          |        | 0.13   | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.57  | 0.96  | 1.00 |       |
| Satd. Flow (perm)      |        | 238    | 3539  | 1583 | 1770 | 3307  |      |      |      | 1011  | 1697  | 1583 |       |
| Peak-hour factor, PHF  | 0.92   | 0.92   | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |       |
| Adj. Flow (vph)        | 296    | 14     | 518   | 125  | 155  | 1013  | 767  | 20   | 25   | 293   | 26    | 40   |       |
| RTOR Reduction (vph)   | 0      | 0      | 0     | 68   | 0    | 1     | 0    | 0    | 0    | 0     | 0     | 32   |       |
| Lane Group Flow (vph)  | 0      | 310    | 518   | 57   | 155  | 1799  | 0    | 0    | 0    | 169   | 175   | 8    |       |
| Turn Type              | custom | Prot   | NA    | Perm | Prot | NA    |      |      |      | Perm  | Split | NA   | pm+ov |
| Protected Phases       |        | 1      | 6     |      | 5    | 2     |      |      |      | 3     | 3     |      | 5     |
| Permitted Phases       | 1      |        |       | 6    |      |       |      |      | 3    |       |       |      | 3     |
| Actuated Green, G (s)  |        | 33.0   | 48.0  | 48.0 | 13.8 | 29.8  |      |      |      | 7.0   | 7.0   | 20.8 |       |
| Effective Green, g (s) |        | 33.0   | 48.0  | 48.0 | 13.8 | 29.8  |      |      |      | 7.0   | 7.0   | 20.8 |       |
| Actuated g/C Ratio     |        | 0.31   | 0.46  | 0.46 | 0.13 | 0.28  |      |      |      | 0.07  | 0.07  | 0.20 |       |
| Clearance Time (s)     |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0   | 8.0   | 4.0  |       |
| Vehicle Extension (s)  |        | 3.0    | 5.0   | 5.0  | 3.0  | 5.0   |      |      |      | 3.0   | 3.0   | 3.0  |       |
| Lane Grp Cap (vph)     |        | 74     | 1617  | 723  | 232  | 938   |      |      |      | 67    | 113   | 313  |       |
| v/s Ratio Prot         |        |        | 0.15  |      | 0.09 | c0.54 |      |      |      |       | 0.10  | 0.00 |       |
| v/s Ratio Perm         |        | c1.30  |       | 0.04 |      |       |      |      |      | c0.17 |       | 0.00 |       |
| v/c Ratio              |        | 4.19   | 0.32  | 0.08 | 0.67 | 1.92  |      |      |      | 2.52  | 1.55  | 0.03 |       |
| Uniform Delay, d1      |        | 36.0   | 18.1  | 16.1 | 43.4 | 37.6  |      |      |      | 49.0  | 49.0  | 33.9 |       |
| Progression Factor     |        | 1.00   | 1.00  | 1.00 | 1.00 | 1.00  |      |      |      | 1.00  | 1.00  | 1.00 |       |
| Incremental Delay, d2  |        | 1466.4 | 0.5   | 0.2  | 7.1  | 417.2 |      |      |      | 727.0 | 285.8 | 0.0  |       |
| Delay (s)              |        | 1502.4 | 18.6  | 16.3 | 50.5 | 454.8 |      |      |      | 776.0 | 334.8 | 34.0 |       |
| Level of Service       |        | F      | B     | B    | D    | F     |      |      |      | F     | F     | C    |       |
| Approach Delay (s)     |        |        | 501.0 |      |      | 422.7 |      |      |      |       | 497.6 |      |       |
| Approach LOS           |        |        | F     |      |      | F     |      |      |      |       | F     |      |       |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 420.7  | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 2.74   |                           |      |
| Actuated Cycle Length (s)         | 105.0  | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 100.9% | ICU Level of Service      | G    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement                    | SBL   | SBT   | SBR  | SBR2 |
|-----------------------------|-------|-------|------|------|
| Lane Configurations         |       |       |      |      |
| Volume (vph)                | 76    | 124   | 16   | 54   |
| Ideal Flow (vphpl)          | 1900  | 1900  | 1900 | 1900 |
| Total Lost time (s)         | 9.0   | 9.0   |      |      |
| Lane Util. Factor           | 1.00  | 0.95  |      |      |
| Frt                         | 1.00  | 0.95  |      |      |
| Flt Protected               | 0.95  | 1.00  |      |      |
| Satd. Flow (prot)           | 1770  | 3348  |      |      |
| Flt Permitted               | 0.95  | 1.00  |      |      |
| Satd. Flow (perm)           | 1770  | 3348  |      |      |
| Peak-hour factor, PHF       | 0.92  | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)             | 83    | 135   | 17   | 59   |
| RTOR Reduction (vph)        | 0     | 40    | 0    | 0    |
| Lane Group Flow (vph)       | 83    | 171   | 0    | 0    |
| Turn Type                   | Split | NA    |      |      |
| Protected Phases            | 4     | 4     |      |      |
| Permitted Phases            |       |       |      |      |
| Actuated Green, G (s)       | 10.2  | 10.2  |      |      |
| Effective Green, g (s)      | 10.2  | 10.2  |      |      |
| Actuated g/C Ratio          | 0.10  | 0.10  |      |      |
| Clearance Time (s)          | 9.0   | 9.0   |      |      |
| Vehicle Extension (s)       | 3.0   | 3.0   |      |      |
| Lane Grp Cap (vph)          | 171   | 325   |      |      |
| v/s Ratio Prot              | 0.05  | c0.05 |      |      |
| v/s Ratio Perm              |       |       |      |      |
| v/c Ratio                   | 0.49  | 0.53  |      |      |
| Uniform Delay, d1           | 44.9  | 45.1  |      |      |
| Progression Factor          | 1.00  | 1.00  |      |      |
| Incremental Delay, d2       | 2.2   | 1.5   |      |      |
| Delay (s)                   | 47.1  | 46.6  |      |      |
| Level of Service            | D     | D     |      |      |
| Approach Delay (s)          |       | 46.8  |      |      |
| Approach LOS                |       | D     |      |      |
| <b>Intersection Summary</b> |       |       |      |      |

HCM Signalized Intersection Capacity Analysis  
 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|-------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |       |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 97    | 774   | 6    | 3    | 1382  | 119  | 11   | 47   | 34   | 183  | 0     | 173  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95  |      | 1.00 | 0.95  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00  |      | 1.00 | 0.99  |      |      | 0.95 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00  |      | 0.95 | 1.00  |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3535  |      | 1770 | 3497  |      |      | 1759 |      |      | 1770  | 1583 |
| Flt Permitted          | 0.12  | 1.00  |      | 0.33 | 1.00  |      |      | 0.96 |      |      | 0.76  | 1.00 |
| Satd. Flow (perm)      | 222   | 3535  |      | 621  | 3497  |      |      | 1697 |      |      | 1415  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 105   | 841   | 7    | 3    | 1502  | 129  | 12   | 51   | 37   | 199  | 0     | 188  |
| RTOR Reduction (vph)   | 0     | 1     | 0    | 0    | 10    | 0    | 0    | 28   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 105   | 847   | 0    | 3    | 1621  | 0    | 0    | 72   | 0    | 0    | 199   | 188  |
| Turn Type              | pm+pt | NA    |      | Perm | NA    |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4     |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |       |      | 8    |       |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 36.8  | 36.8  |      | 29.6 | 29.6  |      |      | 15.2 |      |      | 15.2  | 60.0 |
| Effective Green, g (s) | 36.8  | 36.8  |      | 29.6 | 29.6  |      |      | 15.2 |      |      | 15.2  | 60.0 |
| Actuated g/C Ratio     | 0.61  | 0.61  |      | 0.49 | 0.49  |      |      | 0.25 |      |      | 0.25  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      | 3.0  | 3.0   |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 218   | 2168  |      | 306  | 1725  |      |      | 429  |      |      | 358   | 1583 |
| v/s Ratio Prot         | 0.03  | c0.24 |      |      | c0.46 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | 0.27  |       |      | 0.00 |       |      |      | 0.04 |      |      | c0.14 | 0.12 |
| v/c Ratio              | 0.48  | 0.39  |      | 0.01 | 0.94  |      |      | 0.17 |      |      | 0.56  | 0.12 |
| Uniform Delay, d1      | 11.7  | 5.9   |      | 7.7  | 14.4  |      |      | 17.5 |      |      | 19.5  | 0.0  |
| Progression Factor     | 1.00  | 1.00  |      | 1.00 | 1.00  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 1.7   | 0.1   |      | 0.0  | 10.4  |      |      | 0.8  |      |      | 6.1   | 0.2  |
| Delay (s)              | 13.4  | 6.0   |      | 7.8  | 24.8  |      |      | 18.3 |      |      | 25.6  | 0.2  |
| Level of Service       | B     | A     |      | A    | C     |      |      | B    |      |      | C     | A    |
| Approach Delay (s)     |       | 6.8   |      |      | 24.7  |      |      | 18.3 |      |      | 13.2  |      |
| Approach LOS           |       | A     |      |      | C     |      |      | B    |      |      | B     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 17.5  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.79  |                           |      |
| Actuated Cycle Length (s)         | 60.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 74.2% | ICU Level of Service      | D    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      | ↑↑   | ↑    | ↑    | ↑↑    |      |      |      |      | ↑     | ↑    |      |
| Volume (vph)           | 0    | 638  | 347  | 76   | 1648  | 0    | 0    | 0    | 0    | 544   | 4    | 253  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95 |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.90 |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.98 |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1570 |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.98 |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1570 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 0    | 693  | 377  | 83   | 1791  | 0    | 0    | 0    | 0    | 591   | 4    | 275  |
| RTOR Reduction (vph)   | 0    | 0    | 203  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 10   | 0    |
| Lane Group Flow (vph)  | 0    | 693  | 174  | 83   | 1791  | 0    | 0    | 0    | 0    | 449   | 411  | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA   |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4    |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |      |      |
| Actuated Green, G (s)  |      | 41.6 | 41.6 | 7.0  | 52.6  |      |      |      |      | 27.5  | 27.5 |      |
| Effective Green, g (s) |      | 41.6 | 41.6 | 7.0  | 52.6  |      |      |      |      | 27.5  | 27.5 |      |
| Actuated g/C Ratio     |      | 0.46 | 0.46 | 0.08 | 0.58  |      |      |      |      | 0.31  | 0.31 |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     |      | 1635 | 731  | 137  | 2068  |      |      |      |      | 513   | 479  |      |
| v/s Ratio Prot         |      | 0.20 |      | 0.05 | c0.51 |      |      |      |      |       |      |      |
| v/s Ratio Perm         |      |      | 0.11 |      |       |      |      |      |      | c0.27 | 0.26 |      |
| v/c Ratio              |      | 0.42 | 0.24 | 0.61 | 0.87  |      |      |      |      | 0.88  | 0.86 |      |
| Uniform Delay, d1      |      | 16.2 | 14.6 | 40.2 | 15.7  |      |      |      |      | 29.6  | 29.4 |      |
| Progression Factor     |      | 1.00 | 1.00 | 1.15 | 1.07  |      |      |      |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  |      | 0.8  | 0.8  | 0.7  | 0.4   |      |      |      |      | 15.3  | 14.2 |      |
| Delay (s)              |      | 17.0 | 15.4 | 46.9 | 17.2  |      |      |      |      | 44.9  | 43.6 |      |
| Level of Service       |      | B    | B    | D    | B     |      |      |      |      | D     | D    |      |
| Approach Delay (s)     |      | 16.4 |      |      | 18.5  |      |      | 0.0  |      |       | 44.3 |      |
| Approach LOS           |      | B    |      |      | B     |      |      | A    |      |       | D    |      |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 23.8   | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.91   |                           |      |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 118.1% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |



# HCM Signalized Intersection Capacity Analysis

## 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|-------|-------|------|------|------|------|
| Lane Configurations    | ↘     | ↑↑   |      |      | ↑↑   | ↗    | ↘↗    |       | ↗    |      |      |      |
| Volume (vph)           | 153   | 1051 | 0    | 0    | 1192 | 839  | 560   | 0     | 160  | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00  | 0.95 |      |      | 0.95 | 1.00 | 0.97  |       | 1.00 |      |      |      |
| Frt                    | 1.00  | 1.00 |      |      | 1.00 | 0.85 | 1.00  |       | 0.85 |      |      |      |
| Flt Protected          | 0.95  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770  | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Flt Permitted          | 0.17  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (perm)      | 314   | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 166   | 1142 | 0    | 0    | 1296 | 912  | 609   | 0     | 174  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 0    | 0    | 0    | 299  | 0     | 0     | 159  | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 166   | 1142 | 0    | 0    | 1296 | 613  | 609   | 0     | 15   | 0    | 0    | 0    |
| Turn Type              | Perm  | NA   |      |      | NA   | Perm | Prot  |       | Perm |      |      |      |
| Protected Phases       |       | 6    |      |      | 2    |      | 3     |       |      |      |      |      |
| Permitted Phases       | 6     |      |      |      |      | 2    |       |       | 3    |      |      |      |
| Actuated Green, G (s)  | 60.5  | 60.5 |      |      | 60.5 | 60.5 | 8.0   |       | 8.0  |      |      |      |
| Effective Green, g (s) | 60.5  | 60.5 |      |      | 60.5 | 60.5 | 8.0   |       | 8.0  |      |      |      |
| Actuated g/C Ratio     | 0.67  | 0.67 |      |      | 0.67 | 0.67 | 0.09  |       | 0.09 |      |      |      |
| Clearance Time (s)     | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      |      | 3.0  | 3.0  | 3.0   |       | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 211   | 2378 |      |      | 2378 | 1064 | 305   |       | 140  |      |      |      |
| v/s Ratio Prot         |       | 0.32 |      |      | 0.37 |      | c0.18 |       |      |      |      |      |
| v/s Ratio Perm         | c0.53 |      |      |      |      | 0.39 |       |       | 0.01 |      |      |      |
| v/c Ratio              | 0.79  | 0.48 |      |      | 0.54 | 0.58 | 2.00  |       | 0.11 |      |      |      |
| Uniform Delay, d1      | 10.3  | 7.1  |      |      | 7.6  | 7.9  | 41.0  |       | 37.7 |      |      |      |
| Progression Factor     | 1.17  | 1.21 |      |      | 0.57 | 2.43 | 1.00  |       | 1.00 |      |      |      |
| Incremental Delay, d2  | 21.0  | 0.6  |      |      | 0.9  | 2.2  | 460.1 |       | 0.4  |      |      |      |
| Delay (s)              | 33.0  | 9.2  |      |      | 5.2  | 21.4 | 501.1 |       | 38.1 |      |      |      |
| Level of Service       | C     | A    |      |      | A    | C    | F     |       | D    |      |      |      |
| Approach Delay (s)     |       | 12.2 |      |      | 11.9 |      |       | 398.2 |      |      | 0.0  |      |
| Approach LOS           |       | B    |      |      | B    |      |       | F     |      |      | A    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 82.4  | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 0.85  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 69.7% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL         | WBR         | NBT         | NBR         | SBL                  | SBT  |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations               |             |             | ↑↑          |             | ↑                    | ↑↑   |
| Volume (veh/h)                    | 0           | 0           | 378         | 106         | 102                  | 214  |
| Sign Control                      | Stop        |             | Free        |             |                      | Free |
| Grade                             | 0%          |             | 0%          |             |                      | 0%   |
| Peak Hour Factor                  | 0.92        | 0.92        | 0.92        | 0.92        | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0           | 0           | 411         | 115         | 111                  | 233  |
| Pedestrians                       |             |             |             |             |                      |      |
| Lane Width (ft)                   |             |             |             |             |                      |      |
| Walking Speed (ft/s)              |             |             |             |             |                      |      |
| Percent Blockage                  |             |             |             |             |                      |      |
| Right turn flare (veh)            |             |             |             |             |                      |      |
| Median type                       |             |             | None        |             |                      | None |
| Median storage (veh)              |             |             |             |             |                      |      |
| Upstream signal (ft)              |             |             |             |             |                      | 366  |
| pX, platoon unblocked             |             |             |             |             |                      |      |
| vC, conflicting volume            | 807         | 263         |             |             | 526                  |      |
| vC1, stage 1 conf vol             |             |             |             |             |                      |      |
| vC2, stage 2 conf vol             |             |             |             |             |                      |      |
| vCu, unblocked vol                | 807         | 263         |             |             | 526                  |      |
| tC, single (s)                    | 6.8         | 6.9         |             |             | 4.1                  |      |
| tC, 2 stage (s)                   |             |             |             |             |                      |      |
| tF (s)                            | 3.5         | 3.3         |             |             | 2.2                  |      |
| p0 queue free %                   | 100         | 100         |             |             | 89                   |      |
| cM capacity (veh/h)               | 285         | 735         |             |             | 1037                 |      |
| <b>Direction, Lane #</b>          | <b>NB 1</b> | <b>NB 2</b> | <b>SB 1</b> | <b>SB 2</b> | <b>SB 3</b>          |      |
| Volume Total                      | 274         | 252         | 111         | 116         | 116                  |      |
| Volume Left                       | 0           | 0           | 111         | 0           | 0                    |      |
| Volume Right                      | 0           | 115         | 0           | 0           | 0                    |      |
| cSH                               | 1700        | 1700        | 1037        | 1700        | 1700                 |      |
| Volume to Capacity                | 0.16        | 0.15        | 0.11        | 0.07        | 0.07                 |      |
| Queue Length 95th (ft)            | 0           | 0           | 9           | 0           | 0                    |      |
| Control Delay (s)                 | 0.0         | 0.0         | 8.9         | 0.0         | 0.0                  |      |
| Lane LOS                          |             |             | A           |             |                      |      |
| Approach Delay (s)                | 0.0         |             | 2.9         |             |                      |      |
| Approach LOS                      |             |             |             |             |                      |      |
| <b>Intersection Summary</b>       |             |             |             |             |                      |      |
| Average Delay                     |             |             | 1.1         |             |                      |      |
| Intersection Capacity Utilization |             |             | 26.2%       |             | ICU Level of Service | A    |
| Analysis Period (min)             |             |             | 15          |             |                      |      |

**Intersection**

Int Delay, s/veh 18.4

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 259  | 105  | 603  | 0    | 0    | 443  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 282  | 114  | 655  | 0    | 0    | 482  |

| Major/Minor          | Minor1 | Major1 | Major2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 896    | 328    | 0 0 655 0  |
| Stage 1              | 655    | -      | - - - -    |
| Stage 2              | 241    | -      | - - - -    |
| Critical Hdwy        | 6.84   | 6.94   | - - 4.14 - |
| Critical Hdwy Stg 1  | 5.84   | -      | - - - -    |
| Critical Hdwy Stg 2  | 5.84   | -      | - - - -    |
| Follow-up Hdwy       | 3.52   | 3.32   | - - 2.22 - |
| Pot Cap-1 Maneuver   | ~ 280  | 668    | - - 928 -  |
| Stage 1              | 479    | -      | - - - -    |
| Stage 2              | 776    | -      | - - - -    |
| Platoon blocked, %   |        |        | - - - -    |
| Mov Cap-1 Maneuver   | ~ 280  | 668    | - - 928 -  |
| Mov Cap-2 Maneuver   | ~ 280  | -      | - - - -    |
| Stage 1              | 479    | -      | - - - -    |
| Stage 2              | 776    | -      | - - - -    |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 71.2 | 0  | 0  |
| HCM LOS              | F    |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 280   | 668   | 928 | -   |
| HCM Lane V/C Ratio    | -   | -   | 1.005 | 0.171 | -   | -   |
| HCM Control Delay (s) | -   | -   | 95.4  | 11.5  | 0   | -   |
| HCM Lane LOS          | -   | -   | F     | B     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 10.4  | 0.6   | 0   | -   |

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 49.2

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 223  | 25   | 641  | 0    | 0    | 0    | 0    | 394  | 29   | 25   | 675  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 242  | 27   | 697  | 0    | 0    | 0    | 0    | 428  | 32   | 27   | 734  | 0    |

| Major/Minor          | Minor2 |      |       | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 1002   | 1248 | 367   | 734    | 0 | 0 | 460    | 0 | 0 |
| Stage 1              | 788    | 788  | -     | -      | - | - | -      | - | - |
| Stage 2              | 214    | 460  | -     | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94  | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -     | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -     | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32  | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | ~ 239  | 172  | ~ 630 | 867    | - | - | 1097   | - | - |
| Stage 1              | 409    | 400  | -     | -      | - | - | -      | - | - |
| Stage 2              | 801    | 564  | -     | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |       |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | ~ 229  | 0    | ~ 630 | 867    | - | - | 1097   | - | - |
| Mov Cap-2 Maneuver   | ~ 229  | 0    | -     | -      | - | - | -      | - | - |
| Stage 1              | 392    | 0    | -     | -      | - | - | -      | - | - |
| Stage 2              | 801    | 0    | -     | -      | - | - | -      | - | - |

| Approach             | EB    | NB | SB  |
|----------------------|-------|----|-----|
| HCM Control Delay, s | 110.9 | 0  | 0.5 |
| HCM LOS              | F     |    |     |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|-----|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 867 | -   | -   | 229   | 630   | 1097  | -   | -   |
| HCM Lane V/C Ratio    | -   | -   | -   | 1.118 | 1.128 | 0.025 | -   | -   |
| HCM Control Delay (s) | 0   | -   | -   | 140   | 100.4 | 8.4   | 0.2 | -   |
| HCM Lane LOS          | A   | -   | -   | F     | F     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0   | -   | -   | 11.6  | 22.1  | 0.1   | -   | -   |

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis  
 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↔↕    | ↔↕↔  |      | ↕     | ↕    |
| Volume (vph)           | 26   | 1185  | 1113 | 21   | 12    | 108  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3535  | 5071 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.90  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3180  | 5071 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 28   | 1288  | 1210 | 23   | 13    | 117  |
| RTOR Reduction (vph)   | 0    | 0     | 1    | 0    | 0     | 109  |
| Lane Group Flow (vph)  | 0    | 1316  | 1232 | 0    | 13    | 8    |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 60.5  | 60.5 |      | 6.5   | 6.5  |
| Effective Green, g (s) |      | 60.5  | 60.5 |      | 6.5   | 6.5  |
| Actuated g/C Ratio     |      | 0.67  | 0.67 |      | 0.07  | 0.07 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 2137  | 3408 |      | 127   | 114  |
| v/s Ratio Prot         |      |       | 0.24 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.41 |      |      |       | 0.01 |
| v/c Ratio              |      | 0.62  | 0.36 |      | 0.10  | 0.07 |
| Uniform Delay, d1      |      | 8.2   | 6.4  |      | 39.0  | 38.9 |
| Progression Factor     |      | 0.26  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 1.2   | 0.3  |      | 0.4   | 0.3  |
| Delay (s)              |      | 3.4   | 6.7  |      | 39.4  | 39.2 |
| Level of Service       |      | A     | A    |      | D     | D    |
| Approach Delay (s)     |      | 3.4   | 6.7  |      | 39.2  |      |
| Approach LOS           |      | A     | A    |      | D     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 6.6   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.51  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 65.5% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# Queues

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



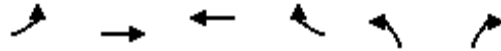
| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2 |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 749  | 95   | 733  | 605  | 408  | 329  | 1084 |
| v/c Ratio               | 0.61 | 0.11 | 0.60 | 0.60 | 0.47 | 0.37 | 0.68 |
| Control Delay           | 27.2 | 9.4  | 26.9 | 15.7 | 11.7 | 12.1 | 2.4  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 27.2 | 9.4  | 26.9 | 15.7 | 11.7 | 12.1 | 2.4  |
| Queue Length 50th (ft)  | 184  | 23   | 178  | 207  | 112  | 95   | 0    |
| Queue Length 95th (ft)  | 244  | 45   | 238  | 312  | 186  | 151  | 0    |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |      |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |      |
| Base Capacity (vph)     | 1218 | 897  | 1218 | 1003 | 877  | 897  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.61 | 0.11 | 0.60 | 0.60 | 0.47 | 0.37 | 0.68 |

### Intersection Summary

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL  | EBT  | WBT  | WBR  | NBL   | NBR  |
|-------------------------|------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 208  | 1772 | 916  | 642  | 527   | 163  |
| v/c Ratio               | 0.55 | 0.71 | 0.37 | 0.49 | 1.54  | 0.53 |
| Control Delay           | 10.4 | 7.6  | 3.4  | 2.0  | 286.4 | 13.5 |
| Queue Delay             | 0.0  | 0.6  | 0.4  | 0.2  | 0.7   | 3.7  |
| Total Delay             | 10.4 | 8.1  | 3.8  | 2.2  | 287.1 | 17.2 |
| Queue Length 50th (ft)  | 46   | 206  | 44   | 10   | -219  | 0    |
| Queue Length 95th (ft)  | m68  | 246  | 60   | 43   | #318  | 57   |
| Internal Link Dist (ft) |      | 216  | 34   |      |       |      |
| Turn Bay Length (ft)    | 150  |      |      |      | 500   |      |
| Base Capacity (vph)     | 375  | 2493 | 2493 | 1304 | 343   | 305  |
| Starvation Cap Reductn  | 0    | 330  | 939  | 173  | 0     | 0    |
| Spillback Cap Reductn   | 0    | 12   | 558  | 0    | 22    | 77   |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 0.55 | 0.82 | 0.59 | 0.57 | 1.64  | 0.71 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL  | NER  | NER2  |
|------------------------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑    | ↑    |      | ↑    | ↑     |
| Volume (vph)           | 689  | 87   | 0    | 674  | 515  | 417  | 0    | 303  | 997   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |      | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.99 | 0.85 |      | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1760 | 1504 |      | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1760 | 1504 |      | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)        | 749  | 95   | 0    | 733  | 560  | 453  | 0    | 329  | 1084  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 5    | 26   | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 749  | 95   | 0    | 733  | 600  | 382  | 0    | 329  | 1084  |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |      | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |      |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |      | 2!   | Free  |
| Actuated Green, G (s)  | 31.0 | 51.0 |      | 31.0 | 51.0 | 51.0 |      | 51.0 | 90.0  |
| Effective Green, g (s) | 31.0 | 51.0 |      | 31.0 | 51.0 | 51.0 |      | 51.0 | 90.0  |
| Actuated g/C Ratio     | 0.34 | 0.57 |      | 0.34 | 0.57 | 0.57 |      | 0.57 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |      | 3.0  |       |
| Lane Grp Cap (vph)     | 1218 | 897  |      | 1218 | 997  | 852  |      | 897  | 1583  |
| v/s Ratio Prot         | 0.21 | 0.06 |      | 0.21 | 0.34 |      |      |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.25 |      | 0.21 | c0.68 |
| v/c Ratio              | 0.61 | 0.11 |      | 0.60 | 0.60 | 0.45 |      | 0.37 | 0.68  |
| Uniform Delay, d1      | 24.5 | 9.0  |      | 24.4 | 12.8 | 11.3 |      | 10.7 | 0.0   |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  |
| Incremental Delay, d2  | 2.3  | 0.2  |      | 2.2  | 2.7  | 1.7  |      | 1.2  | 2.4   |
| Delay (s)              | 26.9 | 9.2  |      | 26.6 | 15.5 | 13.0 |      | 11.8 | 2.4   |
| Level of Service       | C    | A    |      | C    | B    | B    |      | B    | A     |
| Approach Delay (s)     | 24.9 |      |      | 26.6 | 14.5 |      | 4.6  |      |       |
| Approach LOS           | C    |      |      | C    | B    |      | A    |      |       |

Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 15.4  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 0.75  |                           |     |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 73.8% | ICU Level of Service      | D   |
| Analysis Period (min)             | 15    |                           |     |

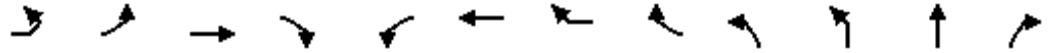
- ! Phase conflict between lane groups.
- c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL    | EBT   | EBR  | WBL  | WBT    | WBR  | WBR2 | NBL2 | NBL    | NBT   | NBR  |       |
|------------------------|--------|--------|-------|------|------|--------|------|------|------|--------|-------|------|-------|
| Lane Configurations    |        | ↔      | ↕     | ↗    | ↖    | ↕      |      |      |      | ↔      | ↕     | ↗    |       |
| Volume (vph)           | 295    | 20     | 983   | 82   | 105  | 646    | 746  | 12   | 51   | 487    | 43    | 141  |       |
| Ideal Flow (vphpl)     | 1900   | 1900   | 1900  | 1900 | 1900 | 1900   | 1900 | 1900 | 1900 | 1900   | 1900  | 1900 |       |
| Total Lost time (s)    |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0  |       |
| Lane Util. Factor      |        | 1.00   | 0.95  | 1.00 | 1.00 | 0.95   |      |      |      | 0.95   | 0.95  | 1.00 |       |
| Frt                    |        | 1.00   | 1.00  | 0.85 | 1.00 | 0.92   |      |      |      | 1.00   | 1.00  | 0.85 |       |
| Flt Protected          |        | 0.95   | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.95   | 0.96  | 1.00 |       |
| Satd. Flow (prot)      |        | 1770   | 3539  | 1583 | 1770 | 3253   |      |      |      | 1681   | 1697  | 1583 |       |
| Flt Permitted          |        | 0.17   | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.21   | 0.96  | 1.00 |       |
| Satd. Flow (perm)      |        | 315    | 3539  | 1583 | 1770 | 3253   |      |      |      | 373    | 1697  | 1583 |       |
| Peak-hour factor, PHF  | 0.92   | 0.92   | 0.92  | 0.92 | 0.92 | 0.92   | 0.92 | 0.92 | 0.92 | 0.92   | 0.92  | 0.92 |       |
| Adj. Flow (vph)        | 321    | 22     | 1068  | 89   | 114  | 702    | 811  | 13   | 55   | 529    | 47    | 153  |       |
| RTOR Reduction (vph)   | 0      | 0      | 0     | 54   | 0    | 1      | 0    | 0    | 0    | 0      | 0     | 111  |       |
| Lane Group Flow (vph)  | 0      | 343    | 1068  | 35   | 114  | 1525   | 0    | 0    | 0    | 314    | 317   | 42   |       |
| Turn Type              | custom | Prot   | NA    | Perm | Prot | NA     |      |      |      | Perm   | Split | NA   | pm+ov |
| Protected Phases       |        | 1      | 6     |      | 5    | 2      |      |      |      | 3      | 3     | 3    | 5     |
| Permitted Phases       | 1      |        |       | 6    |      |        |      |      | 3    |        |       |      | 3     |
| Actuated Green, G (s)  |        | 25.0   | 41.3  | 41.3 | 10.1 | 27.4   |      |      |      | 19.0   | 19.0  | 29.1 |       |
| Effective Green, g (s) |        | 25.0   | 41.3  | 41.3 | 10.1 | 27.4   |      |      |      | 19.0   | 19.0  | 29.1 |       |
| Actuated g/C Ratio     |        | 0.24   | 0.39  | 0.39 | 0.10 | 0.26   |      |      |      | 0.18   | 0.18  | 0.28 |       |
| Clearance Time (s)     |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0  |       |
| Vehicle Extension (s)  |        | 3.0    | 5.0   | 5.0  | 3.0  | 5.0    |      |      |      | 3.0    | 3.0   | 3.0  |       |
| Lane Grp Cap (vph)     |        | 75     | 1392  | 622  | 170  | 848    |      |      |      | 67     | 307   | 438  |       |
| v/s Ratio Prot         |        |        | 0.30  |      | 0.06 | c0.47  |      |      |      |        | 0.19  | 0.01 |       |
| v/s Ratio Perm         |        | c1.09  |       | 0.02 |      |        |      |      |      | c0.84  |       | 0.02 |       |
| v/c Ratio              |        | 4.57   | 0.77  | 0.06 | 0.67 | 2.00dr |      |      |      | 4.69   | 1.03  | 0.10 |       |
| Uniform Delay, d1      |        | 40.0   | 27.7  | 19.8 | 45.8 | 38.8   |      |      |      | 43.0   | 43.0  | 28.2 |       |
| Progression Factor     |        | 1.00   | 1.00  | 1.00 | 1.00 | 1.00   |      |      |      | 1.00   | 1.00  | 1.00 |       |
| Incremental Delay, d2  |        | 1638.2 | 4.1   | 0.2  | 9.9  | 364.1  |      |      |      | 1692.4 | 60.0  | 0.1  |       |
| Delay (s)              |        | 1678.2 | 31.8  | 19.9 | 55.8 | 402.9  |      |      |      | 1735.4 | 103.0 | 28.3 |       |
| Level of Service       |        | F      | C     | B    | E    | F      |      |      |      | F      | F     | C    |       |
| Approach Delay (s)     |        |        | 407.5 |      |      | 378.8  |      |      |      |        | 742.2 |      |       |
| Approach LOS           |        |        | F     |      |      | F      |      |      |      |        | F     |      |       |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 443.9 | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 3.23  |                           |      |
| Actuated Cycle Length (s)         | 105.0 | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 96.5% | ICU Level of Service      | F    |
| Analysis Period (min)             | 15    |                           |      |

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement                    | SBL   | SBT  | SBR  | SBR2 |
|-----------------------------|-------|------|------|------|
| Lane Configurations         |       |      |      |      |
| Volume (vph)                | 49    | 80   | 9    | 30   |
| Ideal Flow (vphpl)          | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)         | 9.0   | 9.0  |      |      |
| Lane Util. Factor           | 1.00  | 0.95 |      |      |
| Frt                         | 1.00  | 0.95 |      |      |
| Flt Protected               | 0.95  | 1.00 |      |      |
| Satd. Flow (prot)           | 1770  | 3364 |      |      |
| Flt Permitted               | 0.95  | 1.00 |      |      |
| Satd. Flow (perm)           | 1770  | 3364 |      |      |
| Peak-hour factor, PHF       | 0.92  | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)             | 53    | 87   | 10   | 33   |
| RTOR Reduction (vph)        | 0     | 30   | 0    | 0    |
| Lane Group Flow (vph)       | 53    | 100  | 0    | 0    |
| Turn Type                   | Split | NA   |      |      |
| Protected Phases            | 4     | 4    |      |      |
| Permitted Phases            |       |      |      |      |
| Actuated Green, G (s)       | 8.6   | 8.6  |      |      |
| Effective Green, g (s)      | 8.6   | 8.6  |      |      |
| Actuated g/C Ratio          | 0.08  | 0.08 |      |      |
| Clearance Time (s)          | 9.0   | 9.0  |      |      |
| Vehicle Extension (s)       | 3.0   | 3.0  |      |      |
| Lane Grp Cap (vph)          | 144   | 275  |      |      |
| v/s Ratio Prot              | c0.03 | 0.03 |      |      |
| v/s Ratio Perm              |       |      |      |      |
| v/c Ratio                   | 0.37  | 0.36 |      |      |
| Uniform Delay, d1           | 45.6  | 45.6 |      |      |
| Progression Factor          | 1.00  | 1.00 |      |      |
| Incremental Delay, d2       | 1.6   | 0.8  |      |      |
| Delay (s)                   | 47.2  | 46.4 |      |      |
| Level of Service            | D     | D    |      |      |
| Approach Delay (s)          |       | 46.7 |      |      |
| Approach LOS                |       | D    |      |      |
| <b>Intersection Summary</b> |       |      |      |      |

HCM Signalized Intersection Capacity Analysis  
 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|-------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |       |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 203   | 1236  | 4    | 5    | 980   | 180  | 23   | 50   | 26   | 223  | 1     | 200  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95  |      | 1.00 | 0.95  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00  |      | 1.00 | 0.98  |      |      | 0.96 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00  |      | 0.95 | 1.00  |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3538  |      | 1770 | 3457  |      |      | 1776 |      |      | 1774  | 1583 |
| Flt Permitted          | 0.14  | 1.00  |      | 0.19 | 1.00  |      |      | 0.90 |      |      | 0.71  | 1.00 |
| Satd. Flow (perm)      | 266   | 3538  |      | 358  | 3457  |      |      | 1624 |      |      | 1322  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 221   | 1343  | 4    | 5    | 1065  | 196  | 25   | 54   | 28   | 242  | 1     | 217  |
| RTOR Reduction (vph)   | 0     | 0     | 0    | 0    | 25    | 0    | 0    | 20   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 221   | 1347  | 0    | 5    | 1236  | 0    | 0    | 87   | 0    | 0    | 243   | 217  |
| Turn Type              | pm+pt | NA    |      | Perm | NA    |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4     |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |       |      | 8    |       |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 35.0  | 35.0  |      | 24.0 | 24.0  |      |      | 17.0 |      |      | 17.0  | 60.0 |
| Effective Green, g (s) | 35.0  | 35.0  |      | 24.0 | 24.0  |      |      | 17.0 |      |      | 17.0  | 60.0 |
| Actuated g/C Ratio     | 0.58  | 0.58  |      | 0.40 | 0.40  |      |      | 0.28 |      |      | 0.28  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0   |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      | 3.0  | 3.0   |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 330   | 2063  |      | 143  | 1382  |      |      | 460  |      |      | 374   | 1583 |
| v/s Ratio Prot         | 0.08  | c0.38 |      |      | c0.36 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | 0.31  |       |      | 0.01 |       |      |      | 0.05 |      |      | c0.18 | 0.14 |
| v/c Ratio              | 0.67  | 0.65  |      | 0.03 | 0.89  |      |      | 0.19 |      |      | 0.65  | 0.14 |
| Uniform Delay, d1      | 10.6  | 8.4   |      | 11.0 | 16.8  |      |      | 16.3 |      |      | 18.9  | 0.0  |
| Progression Factor     | 1.00  | 1.00  |      | 1.00 | 1.00  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 5.1   | 0.8   |      | 0.1  | 7.8   |      |      | 0.9  |      |      | 8.5   | 0.2  |
| Delay (s)              | 15.7  | 9.2   |      | 11.1 | 24.6  |      |      | 17.2 |      |      | 27.4  | 0.2  |
| Level of Service       | B     | A     |      | B    | C     |      |      | B    |      |      | C     | A    |
| Approach Delay (s)     |       | 10.1  |      |      | 24.6  |      |      | 17.2 |      |      | 14.5  |      |
| Approach LOS           |       | B     |      |      | C     |      |      | B    |      |      | B     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 16.3  | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio | 0.79  |                           |      |
| Actuated Cycle Length (s)         | 60.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 73.1% | ICU Level of Service      | D    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      | ↑↑   | ↑    | ↑    | ↑↑    |      |      |      |      | ↑     | ↑    |      |
| Volume (vph)           | 0    | 1195 | 483  | 63   | 1387  | 0    | 0    | 0    | 0    | 575   | 14   | 132  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95 |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.94 |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1623 |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.97 |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1623 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 0    | 1299 | 525  | 68   | 1508  | 0    | 0    | 0    | 0    | 625   | 15   | 143  |
| RTOR Reduction (vph)   | 0    | 0    | 262  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 22   | 0    |
| Lane Group Flow (vph)  | 0    | 1299 | 263  | 68   | 1508  | 0    | 0    | 0    | 0    | 400   | 361  | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA   |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4    |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      |       | 4    |      |
| Actuated Green, G (s)  |      | 45.1 | 45.1 | 5.1  | 54.2  |      |      |      |      | 25.9  | 25.9 |      |
| Effective Green, g (s) |      | 45.1 | 45.1 | 5.1  | 54.2  |      |      |      |      | 25.9  | 25.9 |      |
| Actuated g/C Ratio     |      | 0.50 | 0.50 | 0.06 | 0.60  |      |      |      |      | 0.29  | 0.29 |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     |      | 1773 | 793  | 100  | 2131  |      |      |      |      | 483   | 467  |      |
| v/s Ratio Prot         |      | 0.37 |      | 0.04 | c0.43 |      |      |      |      |       |      |      |
| v/s Ratio Perm         |      |      | 0.17 |      |       |      |      |      |      | c0.24 | 0.22 |      |
| v/c Ratio              |      | 0.73 | 0.33 | 0.68 | 0.71  |      |      |      |      | 0.83  | 0.77 |      |
| Uniform Delay, d1      |      | 17.7 | 13.4 | 41.6 | 12.4  |      |      |      |      | 30.0  | 29.4 |      |
| Progression Factor     |      | 1.00 | 1.00 | 1.02 | 1.30  |      |      |      |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  |      | 2.7  | 1.1  | 12.0 | 0.7   |      |      |      |      | 11.2  | 7.8  |      |
| Delay (s)              |      | 20.4 | 14.6 | 54.4 | 16.8  |      |      |      |      | 41.1  | 37.1 |      |
| Level of Service       |      | C    | B    | D    | B     |      |      |      |      | D     | D    |      |
| Approach Delay (s)     |      | 18.7 |      |      | 18.4  |      |      | 0.0  |      |       | 39.2 |      |
| Approach LOS           |      | B    |      |      | B     |      |      | A    |      |       | D    |      |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 22.5   | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.79   |                           |      |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 109.5% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|------|------|------|-------|-------|------|------|------|------|
| Lane Configurations    |      |       |      |      |      |      |       |       |      |      |      |      |
| Volume (vph)           | 191  | 1630  | 0    | 0    | 843  | 591  | 485   | 0     | 150  | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4  | 5.4   |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00 | 0.95  |      |      | 0.95 | 1.00 | 0.97  |       | 1.00 |      |      |      |
| Frt                    | 1.00 | 1.00  |      |      | 1.00 | 0.85 | 1.00  |       | 0.85 |      |      |      |
| Flt Protected          | 0.95 | 1.00  |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770 | 3539  |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Flt Permitted          | 0.29 | 1.00  |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (perm)      | 533  | 3539  |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 208  | 1772  | 0    | 0    | 916  | 642  | 527   | 0     | 163  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0    | 0     | 0    | 0    | 0    | 203  | 0     | 0     | 147  | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 208  | 1772  | 0    | 0    | 916  | 439  | 527   | 0     | 16   | 0    | 0    | 0    |
| Turn Type              | Perm | NA    |      |      | NA   | Perm | Prot  |       | Perm |      |      |      |
| Protected Phases       |      | 6     |      |      | 2    |      | 3     |       |      |      |      |      |
| Permitted Phases       | 6    |       |      |      |      | 2    |       |       | 3    |      |      |      |
| Actuated Green, G (s)  | 61.6 | 61.6  |      |      | 61.6 | 61.6 | 9.0   |       | 9.0  |      |      |      |
| Effective Green, g (s) | 61.6 | 61.6  |      |      | 61.6 | 61.6 | 9.0   |       | 9.0  |      |      |      |
| Actuated g/C Ratio     | 0.68 | 0.68  |      |      | 0.68 | 0.68 | 0.10  |       | 0.10 |      |      |      |
| Clearance Time (s)     | 5.4  | 5.4   |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0  | 3.0   |      |      | 3.0  | 3.0  | 3.0   |       | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 364  | 2422  |      |      | 2422 | 1083 | 343   |       | 158  |      |      |      |
| v/s Ratio Prot         |      | c0.50 |      |      | 0.26 |      | c0.15 |       |      |      |      |      |
| v/s Ratio Perm         | 0.39 |       |      |      |      | 0.28 |       |       | 0.01 |      |      |      |
| v/c Ratio              | 0.57 | 0.73  |      |      | 0.38 | 0.41 | 1.54  |       | 0.10 |      |      |      |
| Uniform Delay, d1      | 7.4  | 9.0   |      |      | 6.0  | 6.2  | 40.5  |       | 36.8 |      |      |      |
| Progression Factor     | 0.67 | 0.68  |      |      | 0.48 | 1.02 | 1.00  |       | 1.00 |      |      |      |
| Incremental Delay, d2  | 4.5  | 1.4   |      |      | 0.4  | 1.1  | 255.6 |       | 0.3  |      |      |      |
| Delay (s)              | 9.4  | 7.5   |      |      | 3.4  | 7.5  | 296.1 |       | 37.1 |      |      |      |
| Level of Service       | A    | A     |      |      | A    | A    | F     |       | D    |      |      |      |
| Approach Delay (s)     |      | 7.7   |      |      | 5.1  |      |       | 234.9 |      |      | 0.0  |      |
| Approach LOS           |      | A     |      |      | A    |      |       | F     |      |      | A    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 43.8  | HCM 2000 Level of Service | D    |
| HCM 2000 Volume to Capacity ratio | 0.79  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 66.7% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL         | WBR         | NBT         | NBR         | SBL                  | SBT  |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations               |             |             | ↑↑          |             | ↘                    | ↑↑   |
| Volume (veh/h)                    | 0           | 0           | 785         | 163         | 93                   | 132  |
| Sign Control                      | Stop        |             | Free        |             |                      | Free |
| Grade                             | 0%          |             | 0%          |             |                      | 0%   |
| Peak Hour Factor                  | 0.92        | 0.92        | 0.92        | 0.92        | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0           | 0           | 853         | 177         | 101                  | 143  |
| Pedestrians                       |             |             |             |             |                      |      |
| Lane Width (ft)                   |             |             |             |             |                      |      |
| Walking Speed (ft/s)              |             |             |             |             |                      |      |
| Percent Blockage                  |             |             |             |             |                      |      |
| Right turn flare (veh)            |             |             |             |             |                      |      |
| Median type                       |             |             | None        |             |                      | None |
| Median storage (veh)              |             |             |             |             |                      |      |
| Upstream signal (ft)              |             |             |             |             |                      | 366  |
| pX, platoon unblocked             |             |             |             |             |                      |      |
| vC, conflicting volume            | 1216        | 515         |             |             | 1030                 |      |
| vC1, stage 1 conf vol             |             |             |             |             |                      |      |
| vC2, stage 2 conf vol             |             |             |             |             |                      |      |
| vCu, unblocked vol                | 1216        | 515         |             |             | 1030                 |      |
| tC, single (s)                    | 6.8         | 6.9         |             |             | 4.1                  |      |
| tC, 2 stage (s)                   |             |             |             |             |                      |      |
| tF (s)                            | 3.5         | 3.3         |             |             | 2.2                  |      |
| p0 queue free %                   | 100         | 100         |             |             | 85                   |      |
| cM capacity (veh/h)               | 147         | 505         |             |             | 670                  |      |
| <b>Direction, Lane #</b>          | <b>NB 1</b> | <b>NB 2</b> | <b>SB 1</b> | <b>SB 2</b> | <b>SB 3</b>          |      |
| Volume Total                      | 569         | 462         | 101         | 72          | 72                   |      |
| Volume Left                       | 0           | 0           | 101         | 0           | 0                    |      |
| Volume Right                      | 0           | 177         | 0           | 0           | 0                    |      |
| cSH                               | 1700        | 1700        | 670         | 1700        | 1700                 |      |
| Volume to Capacity                | 0.33        | 0.27        | 0.15        | 0.04        | 0.04                 |      |
| Queue Length 95th (ft)            | 0           | 0           | 13          | 0           | 0                    |      |
| Control Delay (s)                 | 0.0         | 0.0         | 11.3        | 0.0         | 0.0                  |      |
| Lane LOS                          |             |             | B           |             |                      |      |
| Approach Delay (s)                | 0.0         |             | 4.7         |             |                      |      |
| Approach LOS                      |             |             |             |             |                      |      |
| <b>Intersection Summary</b>       |             |             |             |             |                      |      |
| Average Delay                     |             |             | 0.9         |             |                      |      |
| Intersection Capacity Utilization |             |             | 38.7%       |             | ICU Level of Service | A    |
| Analysis Period (min)             |             |             | 15          |             |                      |      |

**Intersection**

Int Delay, s/veh 16.9

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 141  | 103  | 1129 | 0    | 0    | 303  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 153  | 112  | 1227 | 0    | 0    | 329  |

| Major/Minor          | Minor1 | Major1 | Major2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 1392   | 614    | 0 0 1227 0 |
| Stage 1              | 1227   | -      | - - - -    |
| Stage 2              | 165    | -      | - - - -    |
| Critical Hdwy        | 6.84   | 6.94   | - - 4.14 - |
| Critical Hdwy Stg 1  | 5.84   | -      | - - - -    |
| Critical Hdwy Stg 2  | 5.84   | -      | - - - -    |
| Follow-up Hdwy       | 3.52   | 3.32   | - - 2.22 - |
| Pot Cap-1 Maneuver   | ~ 133  | 435    | - - 564 -  |
| Stage 1              | 240    | -      | - - - -    |
| Stage 2              | 847    | -      | - - - -    |
| Platoon blocked, %   |        |        | - - - -    |
| Mov Cap-1 Maneuver   | ~ 133  | 435    | - - 564 -  |
| Mov Cap-2 Maneuver   | ~ 133  | -      | - - - -    |
| Stage 1              | 240    | -      | - - - -    |
| Stage 2              | 847    | -      | - - - -    |

| Approach             | WB    | NB | SB |
|----------------------|-------|----|----|
| HCM Control Delay, s | 116.4 | 0  | 0  |
| HCM LOS              | F     |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 133   | 435   | 564 | -   |
| HCM Lane V/C Ratio    | -   | -   | 1.152 | 0.257 | -   | -   |
| HCM Control Delay (s) | -   | -   | 189.7 | 16.1  | 0   | -   |
| HCM Lane LOS          | -   | -   | F     | C     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 9     | 1     | 0   | -   |

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 28.8

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 283  | 14   | 365  | 0    | 0    | 0    | 0    | 823  | 16   | 12   | 430  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 308  | 15   | 397  | 0    | 0    | 0    | 0    | 895  | 17   | 13   | 467  | 0    |

**Major/Minor**

|                      | Minor2 |      |      | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 940    | 1405 | 234  | 467    | 0 | 0 | 912    | 0 | 0 |
| Stage 1              | 493    | 493  | -    | -      | - | - | -      | - | - |
| Stage 2              | 447    | 912  | -    | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94 | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32 | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | ~ 262  | 138  | 768  | 1091   | - | - | 743    | - | - |
| Stage 1              | 579    | 545  | -    | -      | - | - | -      | - | - |
| Stage 2              | 611    | 351  | -    | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |      |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | ~ 256  | 0    | 768  | 1091   | - | - | 743    | - | - |
| Mov Cap-2 Maneuver   | ~ 256  | 0    | -    | -      | - | - | -      | - | - |
| Stage 1              | 565    | 0    | -    | -      | - | - | -      | - | - |
| Stage 2              | 611    | 0    | -    | -      | - | - | -      | - | - |

**Approach**

|                      | EB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 84.4 | 0  | 0.4 |
| HCM LOS              | F    |    |     |

**Minor Lane/Major Mvmt**

|                       | NBL  | NBT | NBR | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1091 | -   | -   | 256   | 768   | 743   | -   | -   |
| HCM Lane V/C Ratio    | -    | -   | -   | 1.231 | 0.526 | 0.018 | -   | -   |
| HCM Control Delay (s) | 0    | -   | -   | 173.6 | 14.8  | 9.9   | 0.1 | -   |
| HCM Lane LOS          | A    | -   | -   | F     | B     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0    | -   | -   | 15.2  | 3.1   | 0.1   | -   | -   |

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



HCM Signalized Intersection Capacity Analysis  
 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↔↑    | ↔↑↔  |      | ↔     | ↔    |
| Volume (vph)           | 31   | 1749  | 852  | 26   | 16    | 33   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3536  | 5063 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.92  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3246  | 5063 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 34   | 1901  | 926  | 28   | 17    | 36   |
| RTOR Reduction (vph)   | 0    | 0     | 2    | 0    | 0     | 34   |
| Lane Group Flow (vph)  | 0    | 1935  | 952  | 0    | 17    | 2    |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 61.6  | 61.6 |      | 4.4   | 4.4  |
| Effective Green, g (s) |      | 61.6  | 61.6 |      | 4.4   | 4.4  |
| Actuated g/C Ratio     |      | 0.68  | 0.68 |      | 0.05  | 0.05 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 2221  | 3465 |      | 86    | 77   |
| v/s Ratio Prot         |      |       | 0.19 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.60 |      |      |       | 0.00 |
| v/c Ratio              |      | 0.87  | 0.27 |      | 0.20  | 0.02 |
| Uniform Delay, d1      |      | 11.1  | 5.5  |      | 41.1  | 40.8 |
| Progression Factor     |      | 0.21  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 3.6   | 0.2  |      | 1.1   | 0.1  |
| Delay (s)              |      | 6.0   | 5.7  |      | 42.2  | 40.9 |
| Level of Service       |      | A     | A    |      | D     | D    |
| Approach Delay (s)     |      | 6.0   | 5.7  |      | 41.3  |      |
| Approach LOS           |      | A     | A    |      | D     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 6.5   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.73  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 84.5% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

Queues

1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2  |
|-------------------------|------|------|------|------|------|------|-------|
| Lane Group Flow (vph)   | 714  | 88   | 1252 | 298  | 278  | 168  | 2086  |
| v/c Ratio               | 0.36 | 0.16 | 0.62 | 0.49 | 0.42 | 0.31 | 1.32  |
| Control Delay           | 11.2 | 21.5 | 14.8 | 22.8 | 8.4  | 23.6 | 158.5 |
| Queue Delay             | 0.0  | 0.0  | 1.7  | 0.0  | 0.0  | 0.0  | 0.0   |
| Total Delay             | 11.2 | 21.5 | 16.6 | 22.8 | 8.4  | 23.6 | 158.5 |
| Queue Length 50th (ft)  | 107  | 34   | 234  | 111  | 27   | 69   | -601  |
| Queue Length 95th (ft)  | 144  | 69   | 299  | 188  | 91   | 121  | #863  |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |       |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |       |
| Base Capacity (vph)     | 2005 | 545  | 2005 | 613  | 655  | 545  | 1583  |
| Starvation Cap Reductn  | 0    | 0    | 547  | 0    | 0    | 0    | 0     |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Reduced v/c Ratio       | 0.36 | 0.16 | 0.86 | 0.49 | 0.42 | 0.31 | 1.32  |

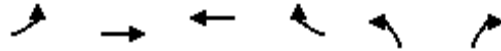
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL   | EBT  | WBT  | WBR  | NBL   | NBR  |
|-------------------------|-------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 242   | 1409 | 1629 | 1075 | 840   | 221  |
| v/c Ratio               | 2.24  | 0.62 | 0.71 | 0.77 | 2.45  | 0.62 |
| Control Delay           | 592.2 | 11.0 | 8.3  | 7.7  | 682.0 | 13.9 |
| Queue Delay             | 0.0   | 0.5  | 0.5  | 1.3  | 12.8  | 1.9  |
| Total Delay             | 592.2 | 11.5 | 8.7  | 9.0  | 694.8 | 15.8 |
| Queue Length 50th (ft)  | -232  | 199  | 90   | 122  | -411  | 0    |
| Queue Length 95th (ft)  | m#310 | m207 | 419  | 372  | #527  | 66   |
| Internal Link Dist (ft) |       | 216  | 34   |      |       |      |
| Turn Bay Length (ft)    | 150   |      |      |      | 500   |      |
| Base Capacity (vph)     | 108   | 2280 | 2280 | 1402 | 343   | 357  |
| Starvation Cap Reductn  | 0     | 412  | 19   | 153  | 0     | 0    |
| Spillback Cap Reductn   | 0     | 0    | 243  | 0    | 199   | 50   |
| Storage Cap Reductn     | 0     | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 2.24  | 0.75 | 0.80 | 0.86 | 5.83  | 0.72 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL   | NER  | NER2  |
|------------------------|------|------|------|------|------|------|-------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑    | ↑    |       | ↑    | ↑     |
| Volume (vph)           | 657  | 81   | 0    | 1152 | 159  | 371  | 0     | 155  | 1919  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |       | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |       | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.94 | 0.85 |       | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |       | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1696 | 1504 |       | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |       | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1696 | 1504 |       | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  |
| Adj. Flow (vph)        | 714  | 88   | 0    | 1252 | 173  | 403  | 0     | 168  | 2086  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 29   | 138  | 0     | 0    | 0     |
| Lane Group Flow (vph)  | 714  | 88   | 0    | 1252 | 269  | 140  | 0     | 168  | 2086  |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |       | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |       |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |       | 2!   | Free  |
| Actuated Green, G (s)  | 51.0 | 31.0 |      | 51.0 | 31.0 | 31.0 |       | 31.0 | 90.0  |
| Effective Green, g (s) | 51.0 | 31.0 |      | 51.0 | 31.0 | 31.0 |       | 31.0 | 90.0  |
| Actuated g/C Ratio     | 0.57 | 0.34 |      | 0.57 | 0.34 | 0.34 |       | 0.34 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |       | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |       | 3.0  |       |
| Lane Grp Cap (vph)     | 2005 | 545  |      | 2005 | 584  | 518  |       | 545  | 1583  |
| v/s Ratio Prot         | 0.20 | 0.06 |      | 0.35 | 0.16 |      |       |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.09 |       | 0.11 | c1.32 |
| v/c Ratio              | 0.36 | 0.16 |      | 0.62 | 0.46 | 0.27 |       | 0.31 | 1.32  |
| Uniform Delay, d1      | 10.6 | 20.5 |      | 13.1 | 23.0 | 21.3 |       | 21.6 | 45.0  |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |       | 1.00 | 1.00  |
| Incremental Delay, d2  | 0.5  | 0.6  |      | 1.5  | 2.6  | 1.3  |       | 1.5  | 147.6 |
| Delay (s)              | 11.1 | 21.1 |      | 14.6 | 25.6 | 22.6 |       | 23.1 | 192.6 |
| Level of Service       | B    | C    |      | B    | C    | C    |       | C    | F     |
| Approach Delay (s)     | 12.2 |      |      | 14.6 | 24.2 |      | 179.9 |      |       |
| Approach LOS           | B    |      |      | B    | C    |      | F     |      |       |

Intersection Summary

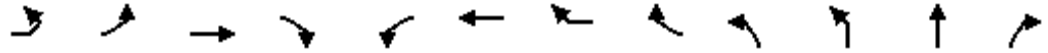
|                                   |        |                           |     |
|-----------------------------------|--------|---------------------------|-----|
| HCM 2000 Control Delay            | 91.6   | HCM 2000 Level of Service | F   |
| HCM 2000 Volume to Capacity ratio | 1.45   |                           |     |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 130.5% | ICU Level of Service      | H   |
| Analysis Period (min)             | 15     |                           |     |

- ! Phase conflict between lane groups.
- c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL    | EBT   | EBR  | WBL  | WBT   | WBR  | WBR2 | NBL2 | NBL    | NBT   | NBR  |       |
|------------------------|--------|--------|-------|------|------|-------|------|------|------|--------|-------|------|-------|
| Lane Configurations    |        | ↔      | ↕     | ↗    | ↖    | ↕     |      |      |      | ↔      | ↕     | ↗    |       |
| Volume (vph)           | 413    | 14     | 574   | 138  | 164  | 1113  | 850  | 21   | 27   | 364    | 28    | 42   |       |
| Ideal Flow (vphpl)     | 1900   | 1900   | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900   | 1900  | 1900 |       |
| Total Lost time (s)    |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0    | 8.0   | 4.0  |       |
| Lane Util. Factor      |        | 1.00   | 0.95  | 1.00 | 1.00 | 0.95  |      |      |      | 0.95   | 0.95  | 1.00 |       |
| Frt                    |        | 1.00   | 1.00  | 0.85 | 1.00 | 0.93  |      |      |      | 1.00   | 1.00  | 0.85 |       |
| Flt Protected          |        | 0.95   | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.95   | 0.96  | 1.00 |       |
| Satd. Flow (prot)      |        | 1770   | 3539  | 1583 | 1770 | 3306  |      |      |      | 1681   | 1696  | 1583 |       |
| Flt Permitted          |        | 0.14   | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.36   | 0.96  | 1.00 |       |
| Satd. Flow (perm)      |        | 266    | 3539  | 1583 | 1770 | 3306  |      |      |      | 643    | 1696  | 1583 |       |
| Peak-hour factor, PHF  | 0.92   | 0.92   | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92   | 0.92  | 0.92 |       |
| Adj. Flow (vph)        | 449    | 15     | 624   | 150  | 178  | 1210  | 924  | 23   | 29   | 396    | 30    | 46   |       |
| RTOR Reduction (vph)   | 0      | 0      | 0     | 90   | 0    | 1     | 0    | 0    | 0    | 0      | 0     | 35   |       |
| Lane Group Flow (vph)  | 0      | 464    | 624   | 60   | 178  | 2156  | 0    | 0    | 0    | 223    | 232   | 11   |       |
| Turn Type              | custom | Prot   | NA    | Perm | Prot | NA    |      |      |      | Perm   | Split | NA   | pm+ov |
| Protected Phases       |        | 1      | 6     |      | 5    | 2     |      |      |      |        | 3     | 3    | 5     |
| Permitted Phases       | 1      |        |       | 6    |      |       |      |      | 3    |        |       |      | 3     |
| Actuated Green, G (s)  |        | 28.0   | 42.3  | 42.3 | 15.0 | 30.3  |      |      |      | 11.0   | 11.0  | 26.0 |       |
| Effective Green, g (s) |        | 28.0   | 42.3  | 42.3 | 15.0 | 30.3  |      |      |      | 11.0   | 11.0  | 26.0 |       |
| Actuated g/C Ratio     |        | 0.27   | 0.40  | 0.40 | 0.14 | 0.29  |      |      |      | 0.10   | 0.10  | 0.25 |       |
| Clearance Time (s)     |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0    | 8.0   | 4.0  |       |
| Vehicle Extension (s)  |        | 3.0    | 5.0   | 5.0  | 3.0  | 5.0   |      |      |      | 3.0    | 3.0   | 3.0  |       |
| Lane Grp Cap (vph)     |        | 70     | 1425  | 637  | 252  | 954   |      |      |      | 67     | 177   | 391  |       |
| v/s Ratio Prot         |        |        | 0.18  |      | 0.10 | c0.65 |      |      |      |        | 0.14  | 0.00 |       |
| v/s Ratio Perm         |        | c1.74  |       | 0.04 |      |       |      |      |      | c0.35  |       | 0.00 |       |
| v/c Ratio              |        | 6.63   | 0.44  | 0.09 | 0.71 | 2.26  |      |      |      | 3.33   | 1.31  | 0.03 |       |
| Uniform Delay, d1      |        | 38.5   | 22.7  | 19.5 | 42.9 | 37.4  |      |      |      | 47.0   | 47.0  | 29.9 |       |
| Progression Factor     |        | 1.00   | 1.00  | 1.00 | 1.00 | 1.00  |      |      |      | 1.00   | 1.00  | 1.00 |       |
| Incremental Delay, d2  |        | 2562.8 | 1.0   | 0.3  | 8.7  | 570.5 |      |      |      | 1084.9 | 174.3 | 0.0  |       |
| Delay (s)              |        | 2601.3 | 23.7  | 19.8 | 51.6 | 607.8 |      |      |      | 1131.9 | 221.3 | 30.0 |       |
| Level of Service       |        | F      | C     | B    | D    | F     |      |      |      | F      | F     | C    |       |
| Approach Delay (s)     |        |        | 989.3 |      |      | 565.4 |      |      |      |        | 609.0 |      |       |
| Approach LOS           |        |        | F     |      |      | F     |      |      |      |        | F     |      |       |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 649.8  | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 3.73   |                           |      |
| Actuated Cycle Length (s)         | 105.0  | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 122.1% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement                    | SBL   | SBT   | SBR  | SBR2 |
|-----------------------------|-------|-------|------|------|
| Lane Configurations         |       |       |      |      |
| Volume (vph)                | 87    | 143   | 18   | 62   |
| Ideal Flow (vphpl)          | 1900  | 1900  | 1900 | 1900 |
| Total Lost time (s)         | 9.0   | 9.0   |      |      |
| Lane Util. Factor           | 1.00  | 0.95  |      |      |
| Frt                         | 1.00  | 0.95  |      |      |
| Flt Protected               | 0.95  | 1.00  |      |      |
| Satd. Flow (prot)           | 1770  | 3348  |      |      |
| Flt Permitted               | 0.95  | 1.00  |      |      |
| Satd. Flow (perm)           | 1770  | 3348  |      |      |
| Peak-hour factor, PHF       | 0.92  | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)             | 95    | 155   | 20   | 67   |
| RTOR Reduction (vph)        | 0     | 39    | 0    | 0    |
| Lane Group Flow (vph)       | 95    | 203   | 0    | 0    |
| Turn Type                   | Split | NA    |      |      |
| Protected Phases            | 4     | 4     |      |      |
| Permitted Phases            |       |       |      |      |
| Actuated Green, G (s)       | 10.7  | 10.7  |      |      |
| Effective Green, g (s)      | 10.7  | 10.7  |      |      |
| Actuated g/C Ratio          | 0.10  | 0.10  |      |      |
| Clearance Time (s)          | 9.0   | 9.0   |      |      |
| Vehicle Extension (s)       | 3.0   | 3.0   |      |      |
| Lane Grp Cap (vph)          | 180   | 341   |      |      |
| v/s Ratio Prot              | 0.05  | c0.06 |      |      |
| v/s Ratio Perm              |       |       |      |      |
| v/c Ratio                   | 0.53  | 0.60  |      |      |
| Uniform Delay, d1           | 44.8  | 45.1  |      |      |
| Progression Factor          | 1.00  | 1.00  |      |      |
| Incremental Delay, d2       | 2.8   | 2.8   |      |      |
| Delay (s)                   | 47.5  | 47.9  |      |      |
| Level of Service            | D     | D     |      |      |
| Approach Delay (s)          |       | 47.8  |      |      |
| Approach LOS                |       | D     |      |      |
| <b>Intersection Summary</b> |       |       |      |      |

# HCM Signalized Intersection Capacity Analysis

## 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |      |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 111   | 920  | 7    | 4    | 1626  | 137  | 12   | 54   | 39   | 210  | 0     | 199  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95 |      | 1.00 | 0.95  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00 |      | 1.00 | 0.99  |      |      | 0.95 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00 |      | 0.95 | 1.00  |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3535 |      | 1770 | 3498  |      |      | 1760 |      |      | 1770  | 1583 |
| Flt Permitted          | 0.08  | 1.00 |      | 0.28 | 1.00  |      |      | 0.96 |      |      | 0.67  | 1.00 |
| Satd. Flow (perm)      | 152   | 3535 |      | 530  | 3498  |      |      | 1696 |      |      | 1242  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 121   | 1000 | 8    | 4    | 1767  | 149  | 13   | 59   | 42   | 228  | 0     | 216  |
| RTOR Reduction (vph)   | 0     | 1    | 0    | 0    | 8     | 0    | 0    | 26   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 121   | 1007 | 0    | 4    | 1908  | 0    | 0    | 88   | 0    | 0    | 228   | 216  |
| Turn Type              | pm+pt | NA   |      | Perm | NA    |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4    |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |      |      | 8    |       |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 53.0  | 53.0 |      | 45.0 | 45.0  |      |      | 19.0 |      |      | 19.0  | 80.0 |
| Effective Green, g (s) | 53.0  | 53.0 |      | 45.0 | 45.0  |      |      | 19.0 |      |      | 19.0  | 80.0 |
| Actuated g/C Ratio     | 0.66  | 0.66 |      | 0.56 | 0.56  |      |      | 0.24 |      |      | 0.24  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0  |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      | 3.0  | 3.0   |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 181   | 2341 |      | 298  | 1967  |      |      | 402  |      |      | 294   | 1583 |
| v/s Ratio Prot         | c0.03 | 0.28 |      |      | c0.55 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | 0.41  |      |      | 0.01 |       |      |      | 0.05 |      |      | c0.18 | 0.14 |
| v/c Ratio              | 0.67  | 0.43 |      | 0.01 | 0.97  |      |      | 0.22 |      |      | 0.78  | 0.14 |
| Uniform Delay, d1      | 18.3  | 6.4  |      | 7.7  | 16.9  |      |      | 24.5 |      |      | 28.5  | 0.0  |
| Progression Factor     | 1.00  | 1.00 |      | 1.00 | 1.00  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 9.0   | 0.1  |      | 0.0  | 13.9  |      |      | 1.3  |      |      | 18.0  | 0.2  |
| Delay (s)              | 27.3  | 6.5  |      | 7.7  | 30.7  |      |      | 25.8 |      |      | 46.5  | 0.2  |
| Level of Service       | C     | A    |      | A    | C     |      |      | C    |      |      | D     | A    |
| Approach Delay (s)     |       | 8.7  |      |      | 30.7  |      |      | 25.8 |      |      | 23.9  |      |
| Approach LOS           |       | A    |      |      | C     |      |      | C    |      |      | C     |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 22.8  | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.90  |                           |      |
| Actuated Cycle Length (s)         | 80.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 83.8% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

HCM Signalized Intersection Capacity Analysis  
 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT   | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|-------|------|
| Lane Configurations    |      | ↑↑   | ↗    | ↖    | ↑↑    |      |      |      |      | ↘     | ↕     |      |
| Volume (vph)           | 0    | 853  | 521  | 117  | 2123  | 0    | 0    | 0    | 0    | 643   | 5     | 380  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3   |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95  |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.88  |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.99  |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1548  |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.99  |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1548  |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)        | 0    | 927  | 566  | 127  | 2308  | 0    | 0    | 0    | 0    | 699   | 5     | 413  |
| RTOR Reduction (vph)   | 0    | 0    | 331  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 3     | 0    |
| Lane Group Flow (vph)  | 0    | 927  | 235  | 127  | 2308  | 0    | 0    | 0    | 0    | 580   | 534   | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA    |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4     |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |       |      |
| Actuated Green, G (s)  |      | 37.4 | 37.4 | 11.0 | 52.4  |      |      |      |      | 27.7  | 27.7  |      |
| Effective Green, g (s) |      | 37.4 | 37.4 | 11.0 | 52.4  |      |      |      |      | 27.7  | 27.7  |      |
| Actuated g/C Ratio     |      | 0.42 | 0.42 | 0.12 | 0.58  |      |      |      |      | 0.31  | 0.31  |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3   |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0   |      |
| Lane Grp Cap (vph)     |      | 1470 | 657  | 216  | 2060  |      |      |      |      | 517   | 476   |      |
| v/s Ratio Prot         |      | 0.26 |      | 0.07 | c0.65 |      |      |      |      |       |       |      |
| v/s Ratio Perm         |      |      | 0.15 |      |       |      |      |      |      | 0.35  | 0.35  |      |
| v/c Ratio              |      | 0.63 | 0.36 | 0.59 | 1.12  |      |      |      |      | 1.12  | 1.12  |      |
| Uniform Delay, d1      |      | 20.8 | 18.1 | 37.4 | 18.8  |      |      |      |      | 31.1  | 31.1  |      |
| Progression Factor     |      | 1.00 | 1.00 | 1.15 | 1.00  |      |      |      |      | 1.00  | 1.00  |      |
| Incremental Delay, d2  |      | 2.1  | 1.5  | 0.4  | 54.9  |      |      |      |      | 77.5  | 79.2  |      |
| Delay (s)              |      | 22.9 | 19.6 | 43.3 | 73.7  |      |      |      |      | 108.7 | 110.3 |      |
| Level of Service       |      | C    | B    | D    | E     |      |      |      |      | F     | F     |      |
| Approach Delay (s)     |      | 21.6 |      |      | 72.1  |      |      | 0.0  |      |       | 109.5 |      |
| Approach LOS           |      | C    |      |      | E     |      |      | A    |      |       | F     |      |

Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 65.5   | HCM 2000 Level of Service | E    |
| HCM 2000 Volume to Capacity ratio | 1.18   |                           |      |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 150.9% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |



# HCM Signalized Intersection Capacity Analysis

## 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|-------|-------|------|------|------|------|
| Lane Configurations    | ↘     | ↗↗   |      |      | ↗↗   | ↘    | ↘↘    |       | ↘    |      |      |      |
| Volume (vph)           | 223   | 1296 | 0    | 0    | 1499 | 989  | 773   | 0     | 203  | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00  | 0.95 |      |      | 0.95 | 1.00 | 0.97  |       | 1.00 |      |      |      |
| Frt                    | 1.00  | 1.00 |      |      | 1.00 | 0.85 | 1.00  |       | 0.85 |      |      |      |
| Flt Protected          | 0.95  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770  | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Flt Permitted          | 0.09  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (perm)      | 167   | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 242   | 1409 | 0    | 0    | 1629 | 1075 | 840   | 0     | 221  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 0    | 0    | 0    | 382  | 0     | 0     | 199  | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 242   | 1409 | 0    | 0    | 1629 | 693  | 840   | 0     | 22   | 0    | 0    | 0    |
| Turn Type              | Perm  | NA   |      |      | NA   | Perm | Prot  |       | Perm |      |      |      |
| Protected Phases       |       | 6    |      |      | 2    |      | 3     |       |      |      |      |      |
| Permitted Phases       | 6     |      |      |      |      | 2    |       |       | 3    |      |      |      |
| Actuated Green, G (s)  | 58.0  | 58.0 |      |      | 58.0 | 58.0 | 9.0   |       | 9.0  |      |      |      |
| Effective Green, g (s) | 58.0  | 58.0 |      |      | 58.0 | 58.0 | 9.0   |       | 9.0  |      |      |      |
| Actuated g/C Ratio     | 0.64  | 0.64 |      |      | 0.64 | 0.64 | 0.10  |       | 0.10 |      |      |      |
| Clearance Time (s)     | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      |      | 3.0  | 3.0  | 3.0   |       | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 107   | 2280 |      |      | 2280 | 1020 | 343   |       | 158  |      |      |      |
| v/s Ratio Prot         |       | 0.40 |      |      | 0.46 |      | c0.24 |       |      |      |      |      |
| v/s Ratio Perm         | c1.45 |      |      |      |      | 0.44 |       |       | 0.01 |      |      |      |
| v/c Ratio              | 2.26  | 0.62 |      |      | 0.71 | 0.68 | 2.45  |       | 0.14 |      |      |      |
| Uniform Delay, d1      | 16.0  | 9.5  |      |      | 10.5 | 10.1 | 40.5  |       | 37.0 |      |      |      |
| Progression Factor     | 1.11  | 1.05 |      |      | 0.57 | 4.34 | 1.00  |       | 1.00 |      |      |      |
| Incremental Delay, d2  | 583.3 | 0.7  |      |      | 1.9  | 3.5  | 660.8 |       | 0.4  |      |      |      |
| Delay (s)              | 601.1 | 10.6 |      |      | 7.9  | 47.4 | 701.3 |       | 37.4 |      |      |      |
| Level of Service       | F     | B    |      |      | A    | D    | F     |       | D    |      |      |      |
| Approach Delay (s)     |       | 97.1 |      |      | 23.6 |      |       | 563.0 |      |      | 0.0  |      |
| Approach LOS           |       | F    |      |      | C    |      |       | F     |      |      | A    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 151.7 | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 2.03  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 88.2% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL  | WBR  | NBT   | NBR  | SBL                  | SBT  |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations               |      |      | ↑↑    |      | ↑                    | ↑↑   |
| Volume (veh/h)                    | 0    | 0    | 488   | 167  | 123                  | 248  |
| Sign Control                      | Stop |      | Free  |      |                      | Free |
| Grade                             | 0%   |      | 0%    |      |                      | 0%   |
| Peak Hour Factor                  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0    | 0    | 530   | 182  | 134                  | 270  |
| Pedestrians                       |      |      |       |      |                      |      |
| Lane Width (ft)                   |      |      |       |      |                      |      |
| Walking Speed (ft/s)              |      |      |       |      |                      |      |
| Percent Blockage                  |      |      |       |      |                      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |
| Median type                       |      |      | None  |      |                      | None |
| Median storage (veh)              |      |      |       |      |                      |      |
| Upstream signal (ft)              |      |      |       |      |                      | 366  |
| pX, platoon unblocked             |      |      |       |      |                      |      |
| vC, conflicting volume            | 1023 | 356  |       |      | 712                  |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |
| vCu, unblocked vol                | 1023 | 356  |       |      | 712                  |      |
| tC, single (s)                    | 6.8  | 6.9  |       |      | 4.1                  |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |
| tF (s)                            | 3.5  | 3.3  |       |      | 2.2                  |      |
| p0 queue free %                   | 100  | 100  |       |      | 85                   |      |
| cM capacity (veh/h)               | 197  | 640  |       |      | 884                  |      |
| Direction, Lane #                 | NB 1 | NB 2 | SB 1  | SB 2 | SB 3                 |      |
| Volume Total                      | 354  | 358  | 134   | 135  | 135                  |      |
| Volume Left                       | 0    | 0    | 134   | 0    | 0                    |      |
| Volume Right                      | 0    | 182  | 0     | 0    | 0                    |      |
| cSH                               | 1700 | 1700 | 884   | 1700 | 1700                 |      |
| Volume to Capacity                | 0.21 | 0.21 | 0.15  | 0.08 | 0.08                 |      |
| Queue Length 95th (ft)            | 0    | 0    | 13    | 0    | 0                    |      |
| Control Delay (s)                 | 0.0  | 0.0  | 9.8   | 0.0  | 0.0                  |      |
| Lane LOS                          |      |      | A     |      |                      |      |
| Approach Delay (s)                | 0.0  |      | 3.2   |      |                      |      |
| Approach LOS                      |      |      |       |      |                      |      |
| Intersection Summary              |      |      |       |      |                      |      |
| Average Delay                     |      |      | 1.2   |      |                      |      |
| Intersection Capacity Utilization |      |      | 32.3% |      | ICU Level of Service | A    |
| Analysis Period (min)             |      |      | 15    |      |                      |      |

**Intersection**

Int Delay, s/veh 76.2

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 336  | 132  | 739  | 0    | 0    | 522  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 365  | 143  | 803  | 0    | 0    | 567  |

| Major/Minor          | Minor1 | Major1 | Major2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 1087   | 402    | 0 0 803 0  |
| Stage 1              | 803    | -      | - - - -    |
| Stage 2              | 284    | -      | - - - -    |
| Critical Hdwy        | 6.84   | 6.94   | - - 4.14 - |
| Critical Hdwy Stg 1  | 5.84   | -      | - - - -    |
| Critical Hdwy Stg 2  | 5.84   | -      | - - - -    |
| Follow-up Hdwy       | 3.52   | 3.32   | - - 2.22 - |
| Pot Cap-1 Maneuver   | ~ 211  | 598    | - - 817 -  |
| Stage 1              | 401    | -      | - - - -    |
| Stage 2              | 739    | -      | - - - -    |
| Platoon blocked, %   |        |        | - - - -    |
| Mov Cap-1 Maneuver   | ~ 211  | 598    | - - 817 -  |
| Mov Cap-2 Maneuver   | ~ 211  | -      | - - - -    |
| Stage 1              | 401    | -      | - - - -    |
| Stage 2              | 739    | -      | - - - -    |

| Approach             | WB    | NB | SB |
|----------------------|-------|----|----|
| HCM Control Delay, s | 281.7 | 0  | 0  |
| HCM LOS              | F     |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 211   | 598   | 817 | -   |
| HCM Lane V/C Ratio    | -   | -   | 1.731 | 0.24  | -   | -   |
| HCM Control Delay (s) | -   | -\$ | 387.3 | 12.9  | 0   | -   |
| HCM Lane LOS          | -   | -   | F     | B     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 24.8  | 0.9   | 0   | -   |

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 144.4

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 256  | 29   | 792  | 0    | 0    | 0    | 0    | 498  | 34   | 29   | 826  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 278  | 32   | 861  | 0    | 0    | 0    | 0    | 541  | 37   | 32   | 898  | 0    |

| Major/Minor          | Minor2 |      |       | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 1232   | 1539 | 449   | 898    | 0 | 0 | 578    | 0 | 0 |
| Stage 1              | 961    | 961  | -     | -      | - | - | -      | - | - |
| Stage 2              | 271    | 578  | -     | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94  | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -     | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -     | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32  | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | ~ 169  | 115  | ~ 557 | 752    | - | - | 992    | - | - |
| Stage 1              | 332    | 333  | -     | -      | - | - | -      | - | - |
| Stage 2              | 750    | 499  | -     | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |       |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | ~ 158  | 0    | ~ 557 | 752    | - | - | 992    | - | - |
| Mov Cap-2 Maneuver   | ~ 158  | 0    | -     | -      | - | - | -      | - | - |
| Stage 1              | 311    | 0    | -     | -      | - | - | -      | - | - |
| Stage 2              | 750    | 0    | -     | -      | - | - | -      | - | - |

| Approach             | EB       | NB | SB  |
|----------------------|----------|----|-----|
| HCM Control Delay, s | \$ 329.8 | 0  | 0.6 |
| HCM LOS              | F        |    |     |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1    | EBLn2 | SBL   | SBT | SBR |
|-----------------------|-----|-----|-----|----------|-------|-------|-----|-----|
| Capacity (veh/h)      | 752 | -   | -   | 158      | 557   | 992   | -   | -   |
| HCM Lane V/C Ratio    | -   | -   | -   | 1.861    | 1.574 | 0.032 | -   | -   |
| HCM Control Delay (s) | 0   | -   | -   | \$ 459.4 | 286.3 | 8.7   | 0.3 | -   |
| HCM Lane LOS          | A   | -   | -   | F        | F     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0   | -   | -   | 22       | 47    | 0.1   | -   | -   |

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis  
 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕    | ↕↕↕  |      | ↕     | ↕    |
| Volume (vph)           | 31   | 1468  | 1433 | 24   | 13    | 124  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3536  | 5073 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.86  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3059  | 5073 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 34   | 1596  | 1558 | 26   | 14    | 135  |
| RTOR Reduction (vph)   | 0    | 0     | 1    | 0    | 0     | 123  |
| Lane Group Flow (vph)  | 0    | 1630  | 1583 | 0    | 14    | 12   |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 58.0  | 58.0 |      | 8.0   | 8.0  |
| Effective Green, g (s) |      | 58.0  | 58.0 |      | 8.0   | 8.0  |
| Actuated g/C Ratio     |      | 0.64  | 0.64 |      | 0.09  | 0.09 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 1971  | 3269 |      | 157   | 140  |
| v/s Ratio Prot         |      |       | 0.31 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.53 |      |      |       | 0.01 |
| v/c Ratio              |      | 0.83  | 0.48 |      | 0.09  | 0.09 |
| Uniform Delay, d1      |      | 12.2  | 8.3  |      | 37.7  | 37.6 |
| Progression Factor     |      | 0.25  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 3.3   | 0.5  |      | 0.2   | 0.3  |
| Delay (s)              |      | 6.3   | 8.8  |      | 37.9  | 37.9 |
| Level of Service       |      | A     | A    |      | D     | D    |
| Approach Delay (s)     |      | 6.3   | 8.8  |      | 37.9  |      |
| Approach LOS           |      | A     | A    |      | D     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 8.9   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.65  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 76.9% | ICU Level of Service      | D    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# Queues

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2 |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 1004 | 124  | 897  | 722  | 546  | 378  | 1387 |
| v/c Ratio               | 0.80 | 0.14 | 0.71 | 0.74 | 0.65 | 0.43 | 0.88 |
| Control Delay           | 31.9 | 10.2 | 28.9 | 20.4 | 17.6 | 13.6 | 8.1  |
| Queue Delay             | 0.0  | 0.0  | 0.5  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 31.9 | 10.2 | 29.4 | 20.4 | 17.6 | 13.6 | 8.1  |
| Queue Length 50th (ft)  | 266  | 32   | 228  | 284  | 202  | 117  | 0    |
| Queue Length 95th (ft)  | 345  | 59   | 298  | 431  | 321  | 184  | #17  |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |      |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |      |
| Base Capacity (vph)     | 1258 | 879  | 1258 | 982  | 846  | 879  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 99   | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.80 | 0.14 | 0.77 | 0.74 | 0.65 | 0.43 | 0.88 |

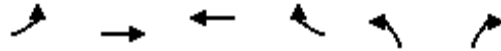
### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL   | EBT  | WBT  | WBR  | NBL   | NBR  |
|-------------------------|-------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 333   | 2227 | 1229 | 776  | 801   | 230  |
| v/c Ratio               | 1.35  | 0.89 | 0.49 | 0.58 | 2.34  | 0.63 |
| Control Delay           | 181.6 | 11.2 | 3.9  | 2.9  | 632.0 | 13.9 |
| Queue Delay             | 0.0   | 24.2 | 0.3  | 0.3  | 6.0   | 68.0 |
| Total Delay             | 181.6 | 35.4 | 4.2  | 3.1  | 638.0 | 81.9 |
| Queue Length 50th (ft)  | ~259  | 295  | 55   | 33   | -387  | 0    |
| Queue Length 95th (ft)  | m#260 | m291 | 73   | 79   | #501  | 67   |
| Internal Link Dist (ft) |       | 216  | 34   |      |       |      |
| Turn Bay Length (ft)    | 150   |      |      |      | 500   |      |
| Base Capacity (vph)     | 247   | 2490 | 2490 | 1344 | 343   | 365  |
| Starvation Cap Reductn  | 0     | 364  | 432  | 136  | 0     | 0    |
| Spillback Cap Reductn   | 0     | 24   | 556  | 0    | 128   | 216  |
| Storage Cap Reductn     | 0     | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 1.35  | 1.05 | 0.64 | 0.64 | 3.73  | 1.54 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL  | NER  | NER2  |
|------------------------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑    | ↑    |      | ↑    | ↑     |
| Volume (vph)           | 924  | 114  | 0    | 825  | 608  | 558  | 0    | 348  | 1276  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |      | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.99 | 0.85 |      | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1759 | 1504 |      | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1759 | 1504 |      | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)        | 1004 | 124  | 0    | 897  | 661  | 607  | 0    | 378  | 1387  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 5    | 11   | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 1004 | 124  | 0    | 897  | 717  | 535  | 0    | 378  | 1387  |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |      | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |      |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |      | 2!   | Free  |
| Actuated Green, G (s)  | 32.0 | 50.0 |      | 32.0 | 50.0 | 50.0 |      | 50.0 | 90.0  |
| Effective Green, g (s) | 32.0 | 50.0 |      | 32.0 | 50.0 | 50.0 |      | 50.0 | 90.0  |
| Actuated g/C Ratio     | 0.36 | 0.56 |      | 0.36 | 0.56 | 0.56 |      | 0.56 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |      | 3.0  |       |
| Lane Grp Cap (vph)     | 1258 | 879  |      | 1258 | 977  | 835  |      | 879  | 1583  |
| v/s Ratio Prot         | 0.28 | 0.08 |      | 0.25 | 0.41 |      |      |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.36 |      | 0.24 | c0.88 |
| v/c Ratio              | 0.80 | 0.14 |      | 0.71 | 0.73 | 0.64 |      | 0.43 | 0.88  |
| Uniform Delay, d1      | 26.1 | 9.6  |      | 25.0 | 15.0 | 13.8 |      | 11.7 | 0.0   |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  |
| Incremental Delay, d2  | 5.3  | 0.3  |      | 3.5  | 4.9  | 3.8  |      | 1.5  | 7.1   |
| Delay (s)              | 31.4 | 10.0 |      | 28.5 | 19.9 | 17.6 |      | 13.2 | 7.1   |
| Level of Service       | C    | A    |      | C    | B    | B    |      | B    | A     |
| Approach Delay (s)     | 29.1 |      |      | 28.5 | 18.9 |      | 8.4  |      |       |
| Approach LOS           | C    |      |      | C    | B    |      | A    |      |       |

### Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 19.2  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 0.96  |                           |     |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 92.7% | ICU Level of Service      | F   |
| Analysis Period (min)             | 15    |                           |     |

! Phase conflict between lane groups.

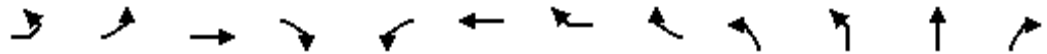
c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL    | EBT   | EBR  | WBL  | WBT    | WBR  | WBR2 | NBL2 | NBL    | NBT   | NBR   |
|------------------------|--------|--------|-------|------|------|--------|------|------|------|--------|-------|-------|
| Lane Configurations    |        | ↔      | ↕     | ↗    | ↖    | ↕      |      |      |      | ↔      | ↕     | ↗     |
| Volume (vph)           | 490    | 23     | 1176  | 108  | 121  | 798    | 933  | 13   | 60   | 615    | 51    | 162   |
| Ideal Flow (vphpl)     | 1900   | 1900   | 1900  | 1900 | 1900 | 1900   | 1900 | 1900 | 1900 | 1900   | 1900  | 1900  |
| Total Lost time (s)    |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0   |
| Lane Util. Factor      |        | 1.00   | 0.95  | 1.00 | 1.00 | 0.95   |      |      |      | 0.95   | 0.95  | 1.00  |
| Frt                    |        | 1.00   | 1.00  | 0.85 | 1.00 | 0.92   |      |      |      | 1.00   | 1.00  | 0.85  |
| Flt Protected          |        | 0.95   | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.95   | 0.96  | 1.00  |
| Satd. Flow (prot)      |        | 1770   | 3539  | 1583 | 1770 | 3251   |      |      |      | 1681   | 1697  | 1583  |
| Flt Permitted          |        | 0.18   | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.19   | 0.96  | 1.00  |
| Satd. Flow (perm)      |        | 339    | 3539  | 1583 | 1770 | 3251   |      |      |      | 337    | 1697  | 1583  |
| Peak-hour factor, PHF  | 0.92   | 0.92   | 0.92  | 0.92 | 0.92 | 0.92   | 0.92 | 0.92 | 0.92 | 0.92   | 0.92  | 0.92  |
| Adj. Flow (vph)        | 533    | 25     | 1278  | 117  | 132  | 867    | 1014 | 14   | 65   | 668    | 55    | 176   |
| RTOR Reduction (vph)   | 0      | 0      | 0     | 75   | 0    | 1      | 0    | 0    | 0    | 0      | 0     | 116   |
| Lane Group Flow (vph)  | 0      | 558    | 1278  | 42   | 132  | 1894   | 0    | 0    | 0    | 392    | 396   | 60    |
| Turn Type              | custom | Prot   | NA    | Perm | Prot | NA     |      |      | Perm | Split  | NA    | pm+ov |
| Protected Phases       |        | 1      | 6     |      | 5    | 2      |      |      |      | 3      | 3     | 5     |
| Permitted Phases       | 1      |        |       | 6    |      |        |      |      | 3    |        |       | 3     |
| Actuated Green, G (s)  |        | 22.0   | 38.1  | 38.1 | 10.4 | 27.5   |      |      |      | 21.0   | 21.0  | 31.4  |
| Effective Green, g (s) |        | 22.0   | 38.1  | 38.1 | 10.4 | 27.5   |      |      |      | 21.0   | 21.0  | 31.4  |
| Actuated g/C Ratio     |        | 0.21   | 0.36  | 0.36 | 0.10 | 0.26   |      |      |      | 0.20   | 0.20  | 0.30  |
| Clearance Time (s)     |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0   |
| Vehicle Extension (s)  |        | 3.0    | 5.0   | 5.0  | 3.0  | 5.0    |      |      |      | 3.0    | 3.0   | 3.0   |
| Lane Grp Cap (vph)     |        | 71     | 1284  | 574  | 175  | 851    |      |      |      | 67     | 339   | 473   |
| v/s Ratio Prot         |        |        | 0.36  |      | 0.07 | c0.58  |      |      |      |        | 0.23  | 0.01  |
| v/s Ratio Perm         |        | c1.65  |       | 0.03 |      |        |      |      |      | c1.16  |       | 0.03  |
| v/c Ratio              |        | 7.86   | 1.00  | 0.07 | 0.75 | 2.48dr |      |      |      | 5.85   | 1.17  | 0.13  |
| Uniform Delay, d1      |        | 41.5   | 33.4  | 21.9 | 46.1 | 38.8   |      |      |      | 42.0   | 42.0  | 26.8  |
| Progression Factor     |        | 1.00   | 1.00  | 1.00 | 1.00 | 1.00   |      |      |      | 1.00   | 1.00  | 1.00  |
| Incremental Delay, d2  |        | 3115.4 | 24.0  | 0.3  | 16.7 | 555.5  |      |      |      | 2214.8 | 102.8 | 0.1   |
| Delay (s)              |        | 3156.9 | 57.4  | 22.2 | 62.8 | 594.2  |      |      |      | 2256.8 | 144.8 | 26.9  |
| Level of Service       |        | F      | E     | C    | E    | F      |      |      |      | F      | F     | C     |
| Approach Delay (s)     |        |        | 940.9 |      |      | 559.6  |      |      |      |        | 982.1 |       |
| Approach LOS           |        |        | F     |      |      | F      |      |      |      |        | F     |       |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 761.8  | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 4.56   |                           |      |
| Actuated Cycle Length (s)         | 105.0  | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 126.8% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | SBL   | SBT   | SBR  | SBR2 |
|------------------------|-------|-------|------|------|
| Lane Configurations    |       |       |      |      |
| Volume (vph)           | 57    | 93    | 11   | 35   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 9.0   | 9.0   |      |      |
| Lane Util. Factor      | 1.00  | 0.95  |      |      |
| Frt                    | 1.00  | 0.95  |      |      |
| Flt Protected          | 0.95  | 1.00  |      |      |
| Satd. Flow (prot)      | 1770  | 3363  |      |      |
| Flt Permitted          | 0.95  | 1.00  |      |      |
| Satd. Flow (perm)      | 1770  | 3363  |      |      |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 62    | 101   | 12   | 38   |
| RTOR Reduction (vph)   | 0     | 15    | 0    | 0    |
| Lane Group Flow (vph)  | 62    | 136   | 0    | 0    |
| Turn Type              | Split | NA    |      |      |
| Protected Phases       | 4     | 4     |      |      |
| Permitted Phases       |       |       |      |      |
| Actuated Green, G (s)  | 9.5   | 9.5   |      |      |
| Effective Green, g (s) | 9.5   | 9.5   |      |      |
| Actuated g/C Ratio     | 0.09  | 0.09  |      |      |
| Clearance Time (s)     | 9.0   | 9.0   |      |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      |      |
| Lane Grp Cap (vph)     | 160   | 304   |      |      |
| v/s Ratio Prot         | 0.04  | c0.04 |      |      |
| v/s Ratio Perm         |       |       |      |      |
| v/c Ratio              | 0.39  | 0.45  |      |      |
| Uniform Delay, d1      | 45.0  | 45.3  |      |      |
| Progression Factor     | 1.00  | 1.00  |      |      |
| Incremental Delay, d2  | 1.6   | 1.1   |      |      |
| Delay (s)              | 46.6  | 46.3  |      |      |
| Level of Service       | D     | D     |      |      |
| Approach Delay (s)     |       | 46.4  |      |      |
| Approach LOS           |       | D     |      |      |

Intersection Summary

# HCM Signalized Intersection Capacity Analysis

## 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|-------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |       |      |      |      |      |      |      |      |      |       |      |
| Volume (vph)           | 233   | 1474  | 5    | 6    | 1175 | 207  | 27   | 58   | 30   | 256  | 1     | 230  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   |      | 4.0  | 4.0  |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95  |      | 1.00 | 0.95 |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00  |      | 1.00 | 0.98 |      |      | 0.96 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00  |      | 0.95 | 1.00 |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3538  |      | 1770 | 3460 |      |      | 1776 |      |      | 1774  | 1583 |
| Flt Permitted          | 0.12  | 1.00  |      | 0.14 | 1.00 |      |      | 0.89 |      |      | 0.66  | 1.00 |
| Satd. Flow (perm)      | 226   | 3538  |      | 257  | 3460 |      |      | 1603 |      |      | 1235  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 253   | 1602  | 5    | 7    | 1277 | 225  | 29   | 63   | 33   | 278  | 1     | 250  |
| RTOR Reduction (vph)   | 0     | 0     | 0    | 0    | 22   | 0    | 0    | 20   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 253   | 1607  | 0    | 7    | 1480 | 0    | 0    | 105  | 0    | 0    | 279   | 250  |
| Turn Type              | pm+pt | NA    |      | Perm | NA   |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4     |      |      | 8    |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |       |      | 8    |      |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 39.0  | 39.0  |      | 29.0 | 29.0 |      |      | 18.0 |      |      | 18.0  | 65.0 |
| Effective Green, g (s) | 39.0  | 39.0  |      | 29.0 | 29.0 |      |      | 18.0 |      |      | 18.0  | 65.0 |
| Actuated g/C Ratio     | 0.60  | 0.60  |      | 0.45 | 0.45 |      |      | 0.28 |      |      | 0.28  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0   |      | 4.0  | 4.0  |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      | 3.0  | 3.0  |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 278   | 2122  |      | 114  | 1543 |      |      | 443  |      |      | 342   | 1583 |
| v/s Ratio Prot         | 0.08  | c0.45 |      |      | 0.43 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | c0.46 |       |      | 0.03 |      |      |      | 0.07 |      |      | c0.23 | 0.16 |
| v/c Ratio              | 0.91  | 0.76  |      | 0.06 | 0.96 |      |      | 0.24 |      |      | 0.82  | 0.16 |
| Uniform Delay, d1      | 15.0  | 9.5   |      | 10.3 | 17.4 |      |      | 18.2 |      |      | 22.0  | 0.0  |
| Progression Factor     | 1.00  | 1.00  |      | 1.00 | 1.00 |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 31.5  | 1.6   |      | 0.2  | 14.2 |      |      | 1.3  |      |      | 19.0  | 0.2  |
| Delay (s)              | 46.6  | 11.1  |      | 10.5 | 31.6 |      |      | 19.5 |      |      | 40.9  | 0.2  |
| Level of Service       | D     | B     |      | B    | C    |      |      | B    |      |      | D     | A    |
| Approach Delay (s)     |       | 15.9  |      |      | 31.5 |      |      | 19.5 |      |      | 21.7  |      |
| Approach LOS           |       | B     |      |      | C    |      |      | B    |      |      | C     |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 22.7  | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.92  |                           |      |
| Actuated Cycle Length (s)         | 65.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 82.9% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      | ↑↑   | ↑    | ↑    | ↑↑    |      |      |      |      | ↑     | ↑    |      |
| Volume (vph)           | 0    | 1598 | 747  | 106  | 1903  | 0    | 0    | 0    | 0    | 697   | 16   | 204  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95 |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.93 |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.98 |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1608 |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.98 |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1608 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 0    | 1737 | 812  | 115  | 2068  | 0    | 0    | 0    | 0    | 758   | 17   | 222  |
| RTOR Reduction (vph)   | 0    | 0    | 391  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 6    | 0    |
| Lane Group Flow (vph)  | 0    | 1737 | 421  | 115  | 2068  | 0    | 0    | 0    | 0    | 508   | 483  | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA   |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4    |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |      |      |
| Actuated Green, G (s)  |      | 43.3 | 43.3 | 6.0  | 53.3  |      |      |      |      | 26.8  | 26.8 |      |
| Effective Green, g (s) |      | 43.3 | 43.3 | 6.0  | 53.3  |      |      |      |      | 26.8  | 26.8 |      |
| Actuated g/C Ratio     |      | 0.48 | 0.48 | 0.07 | 0.59  |      |      |      |      | 0.30  | 0.30 |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     |      | 1702 | 761  | 118  | 2095  |      |      |      |      | 500   | 478  |      |
| v/s Ratio Prot         |      | 0.49 |      | 0.06 | c0.58 |      |      |      |      |       |      |      |
| v/s Ratio Perm         |      |      | 0.27 |      |       |      |      |      |      | c0.30 | 0.30 |      |
| v/c Ratio              |      | 1.02 | 0.55 | 0.97 | 0.99  |      |      |      |      | 1.02  | 1.01 |      |
| Uniform Delay, d1      |      | 23.4 | 16.5 | 41.9 | 18.0  |      |      |      |      | 31.6  | 31.6 |      |
| Progression Factor     |      | 1.00 | 1.00 | 0.99 | 1.36  |      |      |      |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  |      | 27.1 | 2.9  | 18.9 | 3.6   |      |      |      |      | 44.3  | 43.6 |      |
| Delay (s)              |      | 50.5 | 19.4 | 60.5 | 28.1  |      |      |      |      | 75.9  | 75.2 |      |
| Level of Service       |      | D    | B    | E    | C     |      |      |      |      | E     | E    |      |
| Approach Delay (s)     |      | 40.6 |      |      | 29.8  |      |      | 0.0  |      |       | 75.6 |      |
| Approach LOS           |      | D    |      |      | C     |      |      | A    |      |       | E    |      |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 42.6   | HCM 2000 Level of Service | D    |
| HCM 2000 Volume to Capacity ratio | 1.05   |                           |      |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 143.2% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|-------|-------|------|------|------|------|
| Lane Configurations    | ↘     | ↗↗   |      |      | ↗↗   | ↘    | ↘↘    |       | ↘    |      |      |      |
| Volume (vph)           | 306   | 2049 | 0    | 0    | 1131 | 714  | 737   | 0     | 212  | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00  | 0.95 |      |      | 0.95 | 1.00 | 0.97  |       | 1.00 |      |      |      |
| Frt                    | 1.00  | 1.00 |      |      | 1.00 | 0.85 | 1.00  |       | 0.85 |      |      |      |
| Flt Protected          | 0.95  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770  | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Flt Permitted          | 0.19  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (perm)      | 352   | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 333   | 2227 | 0    | 0    | 1229 | 776  | 801   | 0     | 230  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 0    | 0    | 0    | 246  | 0     | 0     | 207  | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 333   | 2227 | 0    | 0    | 1229 | 530  | 801   | 0     | 23   | 0    | 0    | 0    |
| Turn Type              | Perm  | NA   |      |      | NA   | Perm | Prot  |       | Perm |      |      |      |
| Protected Phases       |       | 6    |      |      | 2    |      | 3     |       |      |      |      |      |
| Permitted Phases       | 6     |      |      |      |      | 2    |       |       | 3    |      |      |      |
| Actuated Green, G (s)  | 61.5  | 61.5 |      |      | 61.5 | 61.5 | 9.0   |       | 9.0  |      |      |      |
| Effective Green, g (s) | 61.5  | 61.5 |      |      | 61.5 | 61.5 | 9.0   |       | 9.0  |      |      |      |
| Actuated g/C Ratio     | 0.68  | 0.68 |      |      | 0.68 | 0.68 | 0.10  |       | 0.10 |      |      |      |
| Clearance Time (s)     | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      |      | 3.0  | 3.0  | 3.0   |       | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 240   | 2418 |      |      | 2418 | 1081 | 343   |       | 158  |      |      |      |
| v/s Ratio Prot         |       | 0.63 |      |      | 0.35 |      | c0.23 |       |      |      |      |      |
| v/s Ratio Perm         | c0.95 |      |      |      |      | 0.33 |       |       | 0.01 |      |      |      |
| v/c Ratio              | 1.39  | 0.92 |      |      | 0.51 | 0.49 | 2.34  |       | 0.15 |      |      |      |
| Uniform Delay, d1      | 14.2  | 12.2 |      |      | 6.9  | 6.8  | 40.5  |       | 37.0 |      |      |      |
| Progression Factor     | 0.77  | 0.68 |      |      | 0.46 | 1.81 | 1.00  |       | 1.00 |      |      |      |
| Incremental Delay, d2  | 180.6 | 2.0  |      |      | 0.8  | 1.6  | 609.9 |       | 0.4  |      |      |      |
| Delay (s)              | 191.6 | 10.2 |      |      | 3.9  | 13.8 | 650.4 |       | 37.4 |      |      |      |
| Level of Service       | F     | B    |      |      | A    | B    | F     |       | D    |      |      |      |
| Approach Delay (s)     |       | 33.8 |      |      | 7.8  |      |       | 513.7 |      |      | 0.0  |      |
| Approach LOS           |       | C    |      |      | A    |      |       | F     |      |      | A    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 112.9 | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 1.42  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 85.5% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL         | WBR         | NBT         | NBR         | SBL                  | SBT  |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations               |             |             | ↑↑          |             | ↑                    | ↑↑   |
| Volume (veh/h)                    | 0           | 0           | 960         | 238         | 119                  | 155  |
| Sign Control                      | Stop        |             | Free        |             |                      | Free |
| Grade                             | 0%          |             | 0%          |             |                      | 0%   |
| Peak Hour Factor                  | 0.92        | 0.92        | 0.92        | 0.92        | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0           | 0           | 1043        | 259         | 129                  | 168  |
| Pedestrians                       |             |             |             |             |                      |      |
| Lane Width (ft)                   |             |             |             |             |                      |      |
| Walking Speed (ft/s)              |             |             |             |             |                      |      |
| Percent Blockage                  |             |             |             |             |                      |      |
| Right turn flare (veh)            |             |             |             |             |                      |      |
| Median type                       |             |             | None        |             |                      | None |
| Median storage (veh)              |             |             |             |             |                      |      |
| Upstream signal (ft)              |             |             |             |             |                      | 366  |
| pX, platoon unblocked             |             |             |             |             |                      |      |
| vC, conflicting volume            | 1516        | 651         |             |             | 1302                 |      |
| vC1, stage 1 conf vol             |             |             |             |             |                      |      |
| vC2, stage 2 conf vol             |             |             |             |             |                      |      |
| vCu, unblocked vol                | 1516        | 651         |             |             | 1302                 |      |
| tC, single (s)                    | 6.8         | 6.9         |             |             | 4.1                  |      |
| tC, 2 stage (s)                   |             |             |             |             |                      |      |
| tF (s)                            | 3.5         | 3.3         |             |             | 2.2                  |      |
| p0 queue free %                   | 100         | 100         |             |             | 75                   |      |
| cM capacity (veh/h)               | 83          | 411         |             |             | 528                  |      |
| <b>Direction, Lane #</b>          | <b>NB 1</b> | <b>NB 2</b> | <b>SB 1</b> | <b>SB 2</b> | <b>SB 3</b>          |      |
| Volume Total                      | 696         | 607         | 129         | 84          | 84                   |      |
| Volume Left                       | 0           | 0           | 129         | 0           | 0                    |      |
| Volume Right                      | 0           | 259         | 0           | 0           | 0                    |      |
| cSH                               | 1700        | 1700        | 528         | 1700        | 1700                 |      |
| Volume to Capacity                | 0.41        | 0.36        | 0.25        | 0.05        | 0.05                 |      |
| Queue Length 95th (ft)            | 0           | 0           | 24          | 0           | 0                    |      |
| Control Delay (s)                 | 0.0         | 0.0         | 14.0        | 0.0         | 0.0                  |      |
| Lane LOS                          |             |             | B           |             |                      |      |
| Approach Delay (s)                | 0.0         |             | 6.1         |             |                      |      |
| Approach LOS                      |             |             |             |             |                      |      |
| <b>Intersection Summary</b>       |             |             |             |             |                      |      |
| Average Delay                     |             |             | 1.1         |             |                      |      |
| Intersection Capacity Utilization |             |             | 47.4%       |             | ICU Level of Service | A    |
| Analysis Period (min)             |             |             | 15          |             |                      |      |

**Intersection**

Int Delay, s/veh 114.9

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 231  | 131  | 1389 | 0    | 0    | 361  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 251  | 142  | 1510 | 0    | 0    | 392  |

| Major/Minor          | Minor1 | Minor2 | Major1 | Major2 | Major3 | Major4 |
|----------------------|--------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 1706   | 755    | 0      | 0      | 1510   | 0      |
| Stage 1              | 1510   | -      | -      | -      | -      | -      |
| Stage 2              | 196    | -      | -      | -      | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      | -      | 4.14   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      | -      | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      | -      | 2.22   | -      |
| Pot Cap-1 Maneuver   | ~ 82   | 351    | -      | -      | 439    | -      |
| Stage 1              | ~ 169  | -      | -      | -      | -      | -      |
| Stage 2              | 818    | -      | -      | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | ~ 82   | 351    | -      | -      | 439    | -      |
| Mov Cap-2 Maneuver   | ~ 82   | -      | -      | -      | -      | -      |
| Stage 1              | ~ 169  | -      | -      | -      | -      | -      |
| Stage 2              | 818    | -      | -      | -      | -      | -      |

| Approach             | WB       | NB | SB |
|----------------------|----------|----|----|
| HCM Control Delay, s | \$ 670.4 | 0  | 0  |
| HCM LOS              | F        |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1   | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|---------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 82      | 351   | 439 | -   |
| HCM Lane V/C Ratio    | -   | -   | 3.062   | 0.406 | -   | -   |
| HCM Control Delay (s) | -   | -   | \$ 1038 | 22.1  | 0   | -   |
| HCM Lane LOS          | -   | -   | F       | C     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 24.9    | 1.9   | 0   | -   |

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 84.8

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 325  | 16   | 483  | 0    | 0    | 0    | 0    | 1038 | 18   | 13   | 576  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 353  | 17   | 525  | 0    | 0    | 0    | 0    | 1128 | 20   | 14   | 626  | 0    |

| Major/Minor          | Minor2 |      |      | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 1218   | 1802 | 313  | 626    | 0 | 0 | 1148   | 0 | 0 |
| Stage 1              | 654    | 654  | -    | -      | - | - | -      | - | - |
| Stage 2              | 564    | 1148 | -    | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94 | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32 | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | ~ 173  | 79   | 683  | 952    | - | - | 604    | - | - |
| Stage 1              | 479    | 461  | -    | -      | - | - | -      | - | - |
| Stage 2              | 533    | 272  | -    | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |      |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | ~ 167  | 0    | 683  | 952    | - | - | 604    | - | - |
| Mov Cap-2 Maneuver   | ~ 167  | 0    | -    | -      | - | - | -      | - | - |
| Stage 1              | 462    | 0    | -    | -      | - | - | -      | - | - |
| Stage 2              | 533    | 0    | -    | -      | - | - | -      | - | - |

| Approach             | EB    | NB | SB  |
|----------------------|-------|----|-----|
| HCM Control Delay, s | 253.9 | 0  | 0.4 |
| HCM LOS              | F     |    |     |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|-----|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 952 | -   | -   | 167   | 683   | 604   | -   | -   |
| HCM Lane V/C Ratio    | -   | -   | -   | 2.167 | 0.781 | 0.023 | -   | -   |
| HCM Control Delay (s) | 0   | -   | -   | 589.3 | 26.5  | 11.1  | 0.2 | -   |
| HCM Lane LOS          | A   | -   | -   | F     | D     | B     | A   | -   |
| HCM 95th %tile Q(veh) | 0   | -   | -   | 29    | 7.6   | 0.1   | -   | -   |

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



HCM Signalized Intersection Capacity Analysis  
 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕    | ↕↕↕  |      | ↕     | ↕    |
| Volume (vph)           | 37   | 2224  | 1178 | 30   | 19    | 37   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3536  | 5066 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.89  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3161  | 5066 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 40   | 2417  | 1280 | 33   | 21    | 40   |
| RTOR Reduction (vph)   | 0    | 0     | 2    | 0    | 0     | 38   |
| Lane Group Flow (vph)  | 0    | 2457  | 1311 | 0    | 21    | 2    |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 61.5  | 61.5 |      | 4.5   | 4.5  |
| Effective Green, g (s) |      | 61.5  | 61.5 |      | 4.5   | 4.5  |
| Actuated g/C Ratio     |      | 0.68  | 0.68 |      | 0.05  | 0.05 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 2160  | 3461 |      | 88    | 79   |
| v/s Ratio Prot         |      |       | 0.26 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.78 |      |      |       | 0.00 |
| v/c Ratio              |      | 1.14  | 0.38 |      | 0.24  | 0.03 |
| Uniform Delay, d1      |      | 14.2  | 6.1  |      | 41.1  | 40.7 |
| Progression Factor     |      | 0.29  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 64.9  | 0.3  |      | 1.4   | 0.1  |
| Delay (s)              |      | 69.1  | 6.4  |      | 42.5  | 40.8 |
| Level of Service       |      | E     | A    |      | D     | D    |
| Approach Delay (s)     |      | 69.1  | 6.4  |      | 41.4  |      |
| Approach LOS           |      | E     | A    |      | D     |      |

Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 47.2   | HCM 2000 Level of Service | D    |
| HCM 2000 Volume to Capacity ratio | 0.95   |                           |      |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 101.9% | ICU Level of Service      | G    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |

# Queues

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2  |
|-------------------------|------|------|------|------|------|------|-------|
| Lane Group Flow (vph)   | 714  | 95   | 1252 | 299  | 283  | 168  | 2096  |
| v/c Ratio               | 0.36 | 0.17 | 0.64 | 0.47 | 0.43 | 0.30 | 1.32  |
| Control Delay           | 11.8 | 21.0 | 15.6 | 22.0 | 8.9  | 22.8 | 161.4 |
| Queue Delay             | 0.0  | 0.0  | 1.9  | 0.0  | 0.0  | 0.0  | 0.0   |
| Total Delay             | 11.8 | 21.0 | 17.5 | 22.0 | 8.9  | 22.8 | 161.4 |
| Queue Length 50th (ft)  | 111  | 37   | 241  | 110  | 32   | 68   | -613  |
| Queue Length 95th (ft)  | 148  | 72   | 308  | 186  | 97   | 119  | #875  |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |       |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |       |
| Base Capacity (vph)     | 1966 | 562  | 1966 | 631  | 665  | 562  | 1583  |
| Starvation Cap Reductn  | 0    | 0    | 523  | 0    | 0    | 0    | 0     |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Reduced v/c Ratio       | 0.36 | 0.17 | 0.87 | 0.47 | 0.43 | 0.30 | 1.32  |

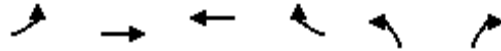
### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL   | EBT  | WBT  | WBR  | NBL   | NBR  |
|-------------------------|-------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 242   | 1411 | 1633 | 1075 | 843   | 221  |
| v/c Ratio               | 2.28  | 0.62 | 0.72 | 0.77 | 2.46  | 0.62 |
| Control Delay           | 607.2 | 11.0 | 8.3  | 7.7  | 685.9 | 13.9 |
| Queue Delay             | 0.0   | 0.5  | 0.5  | 1.3  | 12.9  | 1.9  |
| Total Delay             | 607.2 | 11.5 | 8.8  | 9.0  | 698.8 | 15.8 |
| Queue Length 50th (ft)  | ~233  | 199  | 90   | 122  | -413  | 0    |
| Queue Length 95th (ft)  | m#312 | m207 | 421  | 373  | #529  | 66   |
| Internal Link Dist (ft) |       | 216  | 34   |      |       |      |
| Turn Bay Length (ft)    | 150   |      |      |      | 500   |      |
| Base Capacity (vph)     | 106   | 2280 | 2280 | 1402 | 343   | 357  |
| Starvation Cap Reductn  | 0     | 411  | 19   | 153  | 0     | 0    |
| Spillback Cap Reductn   | 0     | 0    | 243  | 0    | 200   | 50   |
| Storage Cap Reductn     | 0     | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 2.28  | 0.75 | 0.80 | 0.86 | 5.90  | 0.72 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL   | NER  | NER2  |
|------------------------|------|------|------|------|------|------|-------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑    | ↑    |       | ↑    | ↑     |
| Volume (vph)           | 657  | 87   | 0    | 1152 | 163  | 373  | 0     | 155  | 1928  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |       | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |       | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.94 | 0.85 |       | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |       | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1698 | 1504 |       | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.97 | 1.00 |       | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1698 | 1504 |       | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  |
| Adj. Flow (vph)        | 714  | 95   | 0    | 1252 | 177  | 405  | 0     | 168  | 2096  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 28   | 131  | 0     | 0    | 0     |
| Lane Group Flow (vph)  | 714  | 95   | 0    | 1252 | 271  | 152  | 0     | 168  | 2096  |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |       | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |       |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |       | 2!   | Free  |
| Actuated Green, G (s)  | 50.0 | 32.0 |      | 50.0 | 32.0 | 32.0 |       | 32.0 | 90.0  |
| Effective Green, g (s) | 50.0 | 32.0 |      | 50.0 | 32.0 | 32.0 |       | 32.0 | 90.0  |
| Actuated g/C Ratio     | 0.56 | 0.36 |      | 0.56 | 0.36 | 0.36 |       | 0.36 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |       | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |       | 3.0  |       |
| Lane Grp Cap (vph)     | 1966 | 562  |      | 1966 | 603  | 534  |       | 562  | 1583  |
| v/s Ratio Prot         | 0.20 | 0.06 |      | 0.35 | 0.16 |      |       |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.10 |       | 0.11 | c1.32 |
| v/c Ratio              | 0.36 | 0.17 |      | 0.64 | 0.45 | 0.28 |       | 0.30 | 1.32  |
| Uniform Delay, d1      | 11.1 | 19.9 |      | 13.8 | 22.2 | 20.8 |       | 20.9 | 45.0  |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |       | 1.00 | 1.00  |
| Incremental Delay, d2  | 0.5  | 0.7  |      | 1.6  | 2.4  | 1.3  |       | 1.4  | 150.3 |
| Delay (s)              | 11.7 | 20.5 |      | 15.3 | 24.7 | 22.1 |       | 22.3 | 195.3 |
| Level of Service       | B    | C    |      | B    | C    | C    |       | C    | F     |
| Approach Delay (s)     | 12.7 |      |      | 15.3 | 23.4 |      | 182.5 |      |       |
| Approach LOS           | B    |      |      | B    | C    |      | F     |      |       |

Intersection Summary

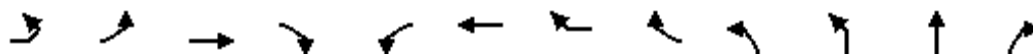
|                                   |        |                           |     |
|-----------------------------------|--------|---------------------------|-----|
| HCM 2000 Control Delay            | 93.0   | HCM 2000 Level of Service | F   |
| HCM 2000 Volume to Capacity ratio | 1.45   |                           |     |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 131.4% | ICU Level of Service      | H   |
| Analysis Period (min)             | 15     |                           |     |

- ! Phase conflict between lane groups.
- c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL    | EBT   | EBR  | WBL  | WBT   | WBR  | WBR2 | NBL2 | NBL    | NBT   | NBR  |       |
|------------------------|--------|--------|-------|------|------|-------|------|------|------|--------|-------|------|-------|
| Lane Configurations    |        | ↔      | ↕     | ↗    | ↖    | ↕     |      |      |      | ↔      | ↕     | ↗    |       |
| Volume (vph)           | 413    | 14     | 576   | 138  | 164  | 1116  | 850  | 21   | 27   | 370    | 28    | 42   |       |
| Ideal Flow (vphpl)     | 1900   | 1900   | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900   | 1900  | 1900 |       |
| Total Lost time (s)    |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0    | 8.0   | 4.0  |       |
| Lane Util. Factor      |        | 1.00   | 0.95  | 1.00 | 1.00 | 0.95  |      |      |      | 0.95   | 0.95  | 1.00 |       |
| Frt                    |        | 1.00   | 1.00  | 0.85 | 1.00 | 0.93  |      |      |      | 1.00   | 1.00  | 0.85 |       |
| Flt Protected          |        | 0.95   | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.95   | 0.96  | 1.00 |       |
| Satd. Flow (prot)      |        | 1770   | 3539  | 1583 | 1770 | 3306  |      |      |      | 1681   | 1696  | 1583 |       |
| Flt Permitted          |        | 0.14   | 1.00  | 1.00 | 0.95 | 1.00  |      |      |      | 0.36   | 0.96  | 1.00 |       |
| Satd. Flow (perm)      |        | 266    | 3539  | 1583 | 1770 | 3306  |      |      |      | 643    | 1696  | 1583 |       |
| Peak-hour factor, PHF  | 0.92   | 0.92   | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92   | 0.92  | 0.92 |       |
| Adj. Flow (vph)        | 449    | 15     | 626   | 150  | 178  | 1213  | 924  | 23   | 29   | 402    | 30    | 46   |       |
| RTOR Reduction (vph)   | 0      | 0      | 0     | 90   | 0    | 1     | 0    | 0    | 0    | 0      | 0     | 35   |       |
| Lane Group Flow (vph)  | 0      | 464    | 626   | 60   | 178  | 2159  | 0    | 0    | 0    | 226    | 235   | 11   |       |
| Turn Type              | custom | Prot   | NA    | Perm | Prot | NA    |      |      |      | Perm   | Split | NA   | pm+ov |
| Protected Phases       |        | 1      | 6     |      | 5    | 2     |      |      |      | 3      | 3     | 3    | 5     |
| Permitted Phases       | 1      |        |       | 6    |      |       |      |      | 3    |        |       |      | 3     |
| Actuated Green, G (s)  |        | 28.0   | 42.3  | 42.3 | 15.0 | 30.3  |      |      |      | 11.0   | 11.0  | 26.0 |       |
| Effective Green, g (s) |        | 28.0   | 42.3  | 42.3 | 15.0 | 30.3  |      |      |      | 11.0   | 11.0  | 26.0 |       |
| Actuated g/C Ratio     |        | 0.27   | 0.40  | 0.40 | 0.14 | 0.29  |      |      |      | 0.10   | 0.10  | 0.25 |       |
| Clearance Time (s)     |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0   |      |      |      | 8.0    | 8.0   | 4.0  |       |
| Vehicle Extension (s)  |        | 3.0    | 5.0   | 5.0  | 3.0  | 5.0   |      |      |      | 3.0    | 3.0   | 3.0  |       |
| Lane Grp Cap (vph)     |        | 70     | 1425  | 637  | 252  | 954   |      |      |      | 67     | 177   | 391  |       |
| v/s Ratio Prot         |        |        | 0.18  |      | 0.10 | c0.65 |      |      |      |        | 0.14  | 0.00 |       |
| v/s Ratio Perm         |        | c1.74  |       | 0.04 |      |       |      |      |      | c0.35  |       | 0.00 |       |
| v/c Ratio              |        | 6.63   | 0.44  | 0.09 | 0.71 | 2.26  |      |      |      | 3.37   | 1.33  | 0.03 |       |
| Uniform Delay, d1      |        | 38.5   | 22.7  | 19.5 | 42.9 | 37.4  |      |      |      | 47.0   | 47.0  | 29.9 |       |
| Progression Factor     |        | 1.00   | 1.00  | 1.00 | 1.00 | 1.00  |      |      |      | 1.00   | 1.00  | 1.00 |       |
| Incremental Delay, d2  |        | 2562.8 | 1.0   | 0.3  | 8.7  | 571.9 |      |      |      | 1104.8 | 181.0 | 0.0  |       |
| Delay (s)              |        | 2601.3 | 23.7  | 19.8 | 51.6 | 609.2 |      |      |      | 1151.8 | 228.0 | 30.0 |       |
| Level of Service       |        | F      | C     | B    | D    | F     |      |      |      | F      | F     | C    |       |
| Approach Delay (s)     |        |        | 987.8 |      |      | 566.8 |      |      |      |        | 621.8 |      |       |
| Approach LOS           |        |        | F     |      |      | F     |      |      |      |        | F     |      |       |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 651.6  | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 3.73   |                           |      |
| Actuated Cycle Length (s)         | 105.0  | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 122.4% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement                    | SBL   | SBT   | SBR  | SBR2 |
|-----------------------------|-------|-------|------|------|
| Lane Configurations         |       |       |      |      |
| Volume (vph)                | 87    | 143   | 18   | 62   |
| Ideal Flow (vphpl)          | 1900  | 1900  | 1900 | 1900 |
| Total Lost time (s)         | 9.0   | 9.0   |      |      |
| Lane Util. Factor           | 1.00  | 0.95  |      |      |
| Frt                         | 1.00  | 0.95  |      |      |
| Flt Protected               | 0.95  | 1.00  |      |      |
| Satd. Flow (prot)           | 1770  | 3348  |      |      |
| Flt Permitted               | 0.95  | 1.00  |      |      |
| Satd. Flow (perm)           | 1770  | 3348  |      |      |
| Peak-hour factor, PHF       | 0.92  | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)             | 95    | 155   | 20   | 67   |
| RTOR Reduction (vph)        | 0     | 39    | 0    | 0    |
| Lane Group Flow (vph)       | 95    | 203   | 0    | 0    |
| Turn Type                   | Split | NA    |      |      |
| Protected Phases            | 4     | 4     |      |      |
| Permitted Phases            |       |       |      |      |
| Actuated Green, G (s)       | 10.7  | 10.7  |      |      |
| Effective Green, g (s)      | 10.7  | 10.7  |      |      |
| Actuated g/C Ratio          | 0.10  | 0.10  |      |      |
| Clearance Time (s)          | 9.0   | 9.0   |      |      |
| Vehicle Extension (s)       | 3.0   | 3.0   |      |      |
| Lane Grp Cap (vph)          | 180   | 341   |      |      |
| v/s Ratio Prot              | 0.05  | c0.06 |      |      |
| v/s Ratio Perm              |       |       |      |      |
| v/c Ratio                   | 0.53  | 0.60  |      |      |
| Uniform Delay, d1           | 44.8  | 45.1  |      |      |
| Progression Factor          | 1.00  | 1.00  |      |      |
| Incremental Delay, d2       | 2.8   | 2.8   |      |      |
| Delay (s)                   | 47.5  | 47.9  |      |      |
| Level of Service            | D     | D     |      |      |
| Approach Delay (s)          |       | 47.8  |      |      |
| Approach LOS                |       | D     |      |      |
| <b>Intersection Summary</b> |       |       |      |      |

HCM Signalized Intersection Capacity Analysis  
 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |      |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 111   | 922  | 7    | 4    | 1629  | 137  | 12   | 54   | 39   | 210  | 0     | 199  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95 |      | 1.00 | 0.95  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00 |      | 1.00 | 0.99  |      |      | 0.95 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00 |      | 0.95 | 1.00  |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3535 |      | 1770 | 3498  |      |      | 1760 |      |      | 1770  | 1583 |
| Flt Permitted          | 0.08  | 1.00 |      | 0.28 | 1.00  |      |      | 0.96 |      |      | 0.67  | 1.00 |
| Satd. Flow (perm)      | 152   | 3535 |      | 529  | 3498  |      |      | 1696 |      |      | 1242  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 121   | 1002 | 8    | 4    | 1771  | 149  | 13   | 59   | 42   | 228  | 0     | 216  |
| RTOR Reduction (vph)   | 0     | 1    | 0    | 0    | 8     | 0    | 0    | 26   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 121   | 1009 | 0    | 4    | 1912  | 0    | 0    | 88   | 0    | 0    | 228   | 216  |
| Turn Type              | pm+pt | NA   |      | Perm | NA    |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4    |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |      |      | 8    |       |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 53.0  | 53.0 |      | 45.0 | 45.0  |      |      | 19.0 |      |      | 19.0  | 80.0 |
| Effective Green, g (s) | 53.0  | 53.0 |      | 45.0 | 45.0  |      |      | 19.0 |      |      | 19.0  | 80.0 |
| Actuated g/C Ratio     | 0.66  | 0.66 |      | 0.56 | 0.56  |      |      | 0.24 |      |      | 0.24  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0  |      | 4.0  | 4.0   |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      | 3.0  | 3.0   |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 181   | 2341 |      | 297  | 1967  |      |      | 402  |      |      | 294   | 1583 |
| v/s Ratio Prot         | c0.03 | 0.29 |      |      | c0.55 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | 0.41  |      |      | 0.01 |       |      |      | 0.05 |      |      | c0.18 | 0.14 |
| v/c Ratio              | 0.67  | 0.43 |      | 0.01 | 0.97  |      |      | 0.22 |      |      | 0.78  | 0.14 |
| Uniform Delay, d1      | 18.4  | 6.4  |      | 7.7  | 16.9  |      |      | 24.5 |      |      | 28.5  | 0.0  |
| Progression Factor     | 1.00  | 1.00 |      | 1.00 | 1.00  |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 9.0   | 0.1  |      | 0.0  | 14.2  |      |      | 1.3  |      |      | 18.0  | 0.2  |
| Delay (s)              | 27.4  | 6.5  |      | 7.7  | 31.1  |      |      | 25.8 |      |      | 46.5  | 0.2  |
| Level of Service       | C     | A    |      | A    | C     |      |      | C    |      |      | D     | A    |
| Approach Delay (s)     |       | 8.7  |      |      | 31.1  |      |      | 25.8 |      |      | 23.9  |      |
| Approach LOS           |       | A    |      |      | C     |      |      | C    |      |      | C     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 23.0  | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.90  |                           |      |
| Actuated Cycle Length (s)         | 80.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 83.8% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT   | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|-------|------|
| Lane Configurations    |      | ↑↑   | ↗    | ↘    | ↑↑    |      |      |      |      | ↘     | ↕     |      |
| Volume (vph)           | 0    | 855  | 523  | 117  | 2129  | 0    | 0    | 0    | 0    | 643   | 5     | 380  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3   |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95  |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.88  |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.99  |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1548  |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.99  |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1548  |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 |
| Adj. Flow (vph)        | 0    | 929  | 568  | 127  | 2314  | 0    | 0    | 0    | 0    | 699   | 5     | 413  |
| RTOR Reduction (vph)   | 0    | 0    | 332  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 3     | 0    |
| Lane Group Flow (vph)  | 0    | 929  | 236  | 127  | 2314  | 0    | 0    | 0    | 0    | 580   | 534   | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA    |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4     |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |       |      |
| Actuated Green, G (s)  |      | 37.4 | 37.4 | 11.0 | 52.4  |      |      |      |      | 27.7  | 27.7  |      |
| Effective Green, g (s) |      | 37.4 | 37.4 | 11.0 | 52.4  |      |      |      |      | 27.7  | 27.7  |      |
| Actuated g/C Ratio     |      | 0.42 | 0.42 | 0.12 | 0.58  |      |      |      |      | 0.31  | 0.31  |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3   |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0   |      |
| Lane Grp Cap (vph)     |      | 1470 | 657  | 216  | 2060  |      |      |      |      | 517   | 476   |      |
| v/s Ratio Prot         |      | 0.26 |      | 0.07 | c0.65 |      |      |      |      |       |       |      |
| v/s Ratio Perm         |      |      | 0.15 |      |       |      |      |      |      | 0.35  | 0.35  |      |
| v/c Ratio              |      | 0.63 | 0.36 | 0.59 | 1.12  |      |      |      |      | 1.12  | 1.12  |      |
| Uniform Delay, d1      |      | 20.8 | 18.1 | 37.4 | 18.8  |      |      |      |      | 31.1  | 31.1  |      |
| Progression Factor     |      | 1.00 | 1.00 | 1.15 | 1.00  |      |      |      |      | 1.00  | 1.00  |      |
| Incremental Delay, d2  |      | 2.1  | 1.5  | 0.4  | 56.2  |      |      |      |      | 77.5  | 79.2  |      |
| Delay (s)              |      | 22.9 | 19.6 | 43.2 | 75.0  |      |      |      |      | 108.7 | 110.3 |      |
| Level of Service       |      | C    | B    | D    | E     |      |      |      |      | F     | F     |      |
| Approach Delay (s)     |      | 21.7 |      |      | 73.4  |      |      | 0.0  |      |       | 109.5 |      |
| Approach LOS           |      | C    |      |      | E     |      |      | A    |      |       | F     |      |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 66.0   | HCM 2000 Level of Service | E    |
| HCM 2000 Volume to Capacity ratio | 1.18   |                           |      |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 151.1% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |



HCM Signalized Intersection Capacity Analysis  
 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|-------|-------|------|------|------|------|
| Lane Configurations    | ↘     | ↑↑   |      |      | ↑↑   | ↗    | ↘↗    |       | ↗    |      |      |      |
| Volume (vph)           | 223   | 1298 | 0    | 0    | 1502 | 989  | 776   | 0     | 203  | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00  | 0.95 |      |      | 0.95 | 1.00 | 0.97  |       | 1.00 |      |      |      |
| Frt                    | 1.00  | 1.00 |      |      | 1.00 | 0.85 | 1.00  |       | 0.85 |      |      |      |
| Flt Protected          | 0.95  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770  | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Flt Permitted          | 0.09  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (perm)      | 166   | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 242   | 1411 | 0    | 0    | 1633 | 1075 | 843   | 0     | 221  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 0    | 0    | 0    | 382  | 0     | 0     | 199  | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 242   | 1411 | 0    | 0    | 1633 | 693  | 843   | 0     | 22   | 0    | 0    | 0    |
| Turn Type              | Perm  | NA   |      |      | NA   | Perm | Prot  |       | Perm |      |      |      |
| Protected Phases       |       | 6    |      |      | 2    |      | 3     |       |      |      |      |      |
| Permitted Phases       | 6     |      |      |      |      | 2    |       |       | 3    |      |      |      |
| Actuated Green, G (s)  | 58.0  | 58.0 |      |      | 58.0 | 58.0 | 9.0   |       | 9.0  |      |      |      |
| Effective Green, g (s) | 58.0  | 58.0 |      |      | 58.0 | 58.0 | 9.0   |       | 9.0  |      |      |      |
| Actuated g/C Ratio     | 0.64  | 0.64 |      |      | 0.64 | 0.64 | 0.10  |       | 0.10 |      |      |      |
| Clearance Time (s)     | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      |      | 3.0  | 3.0  | 3.0   |       | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 106   | 2280 |      |      | 2280 | 1020 | 343   |       | 158  |      |      |      |
| v/s Ratio Prot         |       | 0.40 |      |      | 0.46 |      | c0.25 |       |      |      |      |      |
| v/s Ratio Perm         | c1.46 |      |      |      |      | 0.44 |       |       | 0.01 |      |      |      |
| v/c Ratio              | 2.28  | 0.62 |      |      | 0.72 | 0.68 | 2.46  |       | 0.14 |      |      |      |
| Uniform Delay, d1      | 16.0  | 9.5  |      |      | 10.6 | 10.1 | 40.5  |       | 37.0 |      |      |      |
| Progression Factor     | 1.11  | 1.04 |      |      | 0.57 | 4.34 | 1.00  |       | 1.00 |      |      |      |
| Incremental Delay, d2  | 593.0 | 0.7  |      |      | 1.9  | 3.5  | 664.7 |       | 0.4  |      |      |      |
| Delay (s)              | 610.7 | 10.6 |      |      | 8.0  | 47.4 | 705.2 |       | 37.4 |      |      |      |
| Level of Service       | F     | B    |      |      | A    | D    | F     |       | D    |      |      |      |
| Approach Delay (s)     |       | 98.4 |      |      | 23.6 |      |       | 566.5 |      |      | 0.0  |      |
| Approach LOS           |       | F    |      |      | C    |      |       | F     |      |      | A    |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 152.9 | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 2.04  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 88.3% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL  | WBR  | NBT   | NBR  | SBL                  | SBT  |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations               |      |      | ↑↑    |      | ↑                    | ↑↑   |
| Volume (veh/h)                    | 0    | 0    | 494   | 171  | 123                  | 248  |
| Sign Control                      | Stop |      | Free  |      |                      | Free |
| Grade                             | 0%   |      | 0%    |      |                      | 0%   |
| Peak Hour Factor                  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0    | 0    | 537   | 186  | 134                  | 270  |
| Pedestrians                       |      |      |       |      |                      |      |
| Lane Width (ft)                   |      |      |       |      |                      |      |
| Walking Speed (ft/s)              |      |      |       |      |                      |      |
| Percent Blockage                  |      |      |       |      |                      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |
| Median type                       |      |      | None  |      |                      | None |
| Median storage (veh)              |      |      |       |      |                      |      |
| Upstream signal (ft)              |      |      |       |      |                      | 366  |
| pX, platoon unblocked             |      |      |       |      |                      |      |
| vC, conflicting volume            | 1032 | 361  |       |      | 723                  |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |
| vCu, unblocked vol                | 1032 | 361  |       |      | 723                  |      |
| tC, single (s)                    | 6.8  | 6.9  |       |      | 4.1                  |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |
| tF (s)                            | 3.5  | 3.3  |       |      | 2.2                  |      |
| p0 queue free %                   | 100  | 100  |       |      | 85                   |      |
| cM capacity (veh/h)               | 194  | 635  |       |      | 875                  |      |
| Direction, Lane #                 | NB 1 | NB 2 | SB 1  | SB 2 | SB 3                 |      |
| Volume Total                      | 358  | 365  | 134   | 135  | 135                  |      |
| Volume Left                       | 0    | 0    | 134   | 0    | 0                    |      |
| Volume Right                      | 0    | 186  | 0     | 0    | 0                    |      |
| cSH                               | 1700 | 1700 | 875   | 1700 | 1700                 |      |
| Volume to Capacity                | 0.21 | 0.21 | 0.15  | 0.08 | 0.08                 |      |
| Queue Length 95th (ft)            | 0    | 0    | 13    | 0    | 0                    |      |
| Control Delay (s)                 | 0.0  | 0.0  | 9.9   | 0.0  | 0.0                  |      |
| Lane LOS                          |      |      | A     |      |                      |      |
| Approach Delay (s)                | 0.0  |      | 3.3   |      |                      |      |
| Approach LOS                      |      |      |       |      |                      |      |
| Intersection Summary              |      |      |       |      |                      |      |
| Average Delay                     |      |      | 1.2   |      |                      |      |
| Intersection Capacity Utilization |      |      | 32.6% |      | ICU Level of Service | A    |
| Analysis Period (min)             |      |      | 15    |      |                      |      |

**Intersection**

Int Delay, s/veh 79.9

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 342  | 132  | 739  | 0    | 0    | 522  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 372  | 143  | 803  | 0    | 0    | 567  |

| Major/Minor          | Minor1 | Major1 | Major2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 1087   | 402    | 0 0 803 0  |
| Stage 1              | 803    | -      | - - - -    |
| Stage 2              | 284    | -      | - - - -    |
| Critical Hdwy        | 6.84   | 6.94   | - - 4.14 - |
| Critical Hdwy Stg 1  | 5.84   | -      | - - - -    |
| Critical Hdwy Stg 2  | 5.84   | -      | - - - -    |
| Follow-up Hdwy       | 3.52   | 3.32   | - - 2.22 - |
| Pot Cap-1 Maneuver   | ~ 211  | 598    | - - 817 -  |
| Stage 1              | 401    | -      | - - - -    |
| Stage 2              | 739    | -      | - - - -    |
| Platoon blocked, %   |        |        | - - - -    |
| Mov Cap-1 Maneuver   | ~ 211  | 598    | - - 817 -  |
| Mov Cap-2 Maneuver   | ~ 211  | -      | - - - -    |
| Stage 1              | 401    | -      | - - - -    |
| Stage 2              | 739    | -      | - - - -    |

| Approach             | WB    | NB | SB |
|----------------------|-------|----|----|
| HCM Control Delay, s | 292.6 | 0  | 0  |
| HCM LOS              | F     |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 211   | 598   | 817 | -   |
| HCM Lane V/C Ratio    | -   | -   | 1.762 | 0.24  | -   | -   |
| HCM Control Delay (s) | -   | -\$ | 400.6 | 12.9  | 0   | -   |
| HCM Lane LOS          | -   | -   | F     | B     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 25.5  | 0.9   | 0   | -   |

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 145.5

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 256  | 29   | 792  | 0    | 0    | 0    | 0    | 498  | 34   | 29   | 832  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 278  | 32   | 861  | 0    | 0    | 0    | 0    | 541  | 37   | 32   | 904  | 0    |

| Major/Minor          | Minor2 |      |       | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 1238   | 1545 | 452   | 904    | 0 | 0 | 578    | 0 | 0 |
| Stage 1              | 967    | 967  | -     | -      | - | - | -      | - | - |
| Stage 2              | 271    | 578  | -     | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94  | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -     | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -     | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32  | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | ~ 168  | 114  | ~ 555 | 748    | - | - | 992    | - | - |
| Stage 1              | 329    | 331  | -     | -      | - | - | -      | - | - |
| Stage 2              | 750    | 499  | -     | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |       |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | ~ 157  | 0    | ~ 555 | 748    | - | - | 992    | - | - |
| Mov Cap-2 Maneuver   | ~ 157  | 0    | -     | -      | - | - | -      | - | - |
| Stage 1              | 308    | 0    | -     | -      | - | - | -      | - | - |
| Stage 2              | 750    | 0    | -     | -      | - | - | -      | - | - |

| Approach             | EB       | NB | SB  |
|----------------------|----------|----|-----|
| HCM Control Delay, s | \$ 333.1 | 0  | 0.6 |
| HCM LOS              | F        |    |     |

| Minor Lane/Major Mvmt | NBL | NBT | NBR       | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|-----|-----|-----------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 748 | -   | -         | 157   | 555   | 992   | -   | -   |
| HCM Lane V/C Ratio    | -   | -   | -         | 1.873 | 1.58  | 0.032 | -   | -   |
| HCM Control Delay (s) | 0   | -   | -\$ 464.9 | 288.9 | 8.7   | 0.3   | -   | -   |
| HCM Lane LOS          | A   | -   | -         | F     | F     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0   | -   | -         | 22.1  | 47.2  | 0.1   | -   | -   |

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis  
 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕    | ↕↕↕  |      | ↙     | ↘    |
| Volume (vph)           | 31   | 1470  | 1436 | 24   | 13    | 124  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3536  | 5073 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.86  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3059  | 5073 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 34   | 1598  | 1561 | 26   | 14    | 135  |
| RTOR Reduction (vph)   | 0    | 0     | 1    | 0    | 0     | 123  |
| Lane Group Flow (vph)  | 0    | 1632  | 1586 | 0    | 14    | 12   |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 58.0  | 58.0 |      | 8.0   | 8.0  |
| Effective Green, g (s) |      | 58.0  | 58.0 |      | 8.0   | 8.0  |
| Actuated g/C Ratio     |      | 0.64  | 0.64 |      | 0.09  | 0.09 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 1971  | 3269 |      | 157   | 140  |
| v/s Ratio Prot         |      |       | 0.31 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.53 |      |      |       | 0.01 |
| v/c Ratio              |      | 0.83  | 0.49 |      | 0.09  | 0.09 |
| Uniform Delay, d1      |      | 12.2  | 8.3  |      | 37.7  | 37.6 |
| Progression Factor     |      | 0.25  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 3.3   | 0.5  |      | 0.2   | 0.3  |
| Delay (s)              |      | 6.3   | 8.8  |      | 37.9  | 37.9 |
| Level of Service       |      | A     | A    |      | D     | D    |
| Approach Delay (s)     |      | 6.3   | 8.8  |      | 37.9  |      |
| Approach LOS           |      | A     | A    |      | D     |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 8.9   | HCM 2000 Level of Service | A    |
| HCM 2000 Volume to Capacity ratio | 0.65  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 76.9% | ICU Level of Service      | D    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

Queues

1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBR  | NER  | NER2 |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 1004 | 128  | 897  | 726  | 548  | 378  | 1392 |
| v/c Ratio               | 0.80 | 0.15 | 0.71 | 0.74 | 0.65 | 0.43 | 0.88 |
| Control Delay           | 31.9 | 10.2 | 28.9 | 20.5 | 17.7 | 13.6 | 8.3  |
| Queue Delay             | 0.0  | 0.0  | 0.5  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 31.9 | 10.2 | 29.4 | 20.5 | 17.7 | 13.6 | 8.3  |
| Queue Length 50th (ft)  | 266  | 33   | 228  | 287  | 203  | 117  | 0    |
| Queue Length 95th (ft)  | 345  | 61   | 298  | 434  | 324  | 184  | #23  |
| Internal Link Dist (ft) | 338  |      | 364  | 358  |      |      |      |
| Turn Bay Length (ft)    |      | 130  |      |      |      |      |      |
| Base Capacity (vph)     | 1258 | 879  | 1258 | 982  | 846  | 879  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 99   | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.80 | 0.15 | 0.77 | 0.74 | 0.65 | 0.43 | 0.88 |

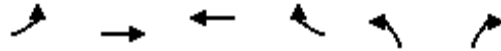
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues

15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Lane Group              | EBL   | EBT  | WBT  | WBR  | NBL   | NBR  |
|-------------------------|-------|------|------|------|-------|------|
| Lane Group Flow (vph)   | 333   | 2229 | 1232 | 776  | 803   | 230  |
| v/c Ratio               | 1.35  | 0.90 | 0.49 | 0.58 | 2.34  | 0.63 |
| Control Delay           | 184.9 | 11.2 | 3.9  | 2.9  | 634.6 | 13.9 |
| Queue Delay             | 0.0   | 24.6 | 0.3  | 0.3  | 6.0   | 68.0 |
| Total Delay             | 184.9 | 35.8 | 4.2  | 3.1  | 640.6 | 81.9 |
| Queue Length 50th (ft)  | ~260  | 295  | 55   | 33   | -389  | 0    |
| Queue Length 95th (ft)  | m#259 | m291 | 73   | 79   | #503  | 67   |
| Internal Link Dist (ft) |       | 216  | 34   |      |       |      |
| Turn Bay Length (ft)    | 150   |      |      |      | 500   |      |
| Base Capacity (vph)     | 246   | 2490 | 2490 | 1344 | 343   | 365  |
| Starvation Cap Reductn  | 0     | 364  | 427  | 136  | 0     | 0    |
| Spillback Cap Reductn   | 0     | 24   | 556  | 0    | 128   | 216  |
| Storage Cap Reductn     | 0     | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 1.35  | 1.05 | 0.64 | 0.64 | 3.73  | 1.54 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 1: US 101 Off-Ramp & Vine St & Franklin Avenue

11/3/2016



| Movement               | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  | NEL  | NER  | NER2  |
|------------------------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    | ↑↑   | ↑    |      | ↑↑   | ↑    | ↑    |      | ↑    | ↑     |
| Volume (vph)           | 924  | 118  | 0    | 825  | 612  | 560  | 0    | 348  | 1281  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   |
| Lane Util. Factor      | 0.95 | 1.00 |      | 0.95 | 1.00 | 0.95 |      | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.85 |      | 1.00 | 0.99 | 0.85 |      | 0.85 | 0.85  |
| Flt Protected          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (prot)      | 3539 | 1583 |      | 3539 | 1759 | 1504 |      | 1583 | 1583  |
| Flt Permitted          | 1.00 | 1.00 |      | 1.00 | 0.96 | 1.00 |      | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3539 | 1583 |      | 3539 | 1759 | 1504 |      | 1583 | 1583  |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)        | 1004 | 128  | 0    | 897  | 665  | 609  | 0    | 378  | 1392  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 5    | 11   | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 1004 | 128  | 0    | 897  | 721  | 537  | 0    | 378  | 1392  |
| Turn Type              | NA   | Over |      | NA   | Prot | Perm |      | Perm | Free  |
| Protected Phases       | 4    | 2!   |      | 8    | 2!   |      |      |      |       |
| Permitted Phases       |      |      |      |      |      | 2    |      | 2!   | Free  |
| Actuated Green, G (s)  | 32.0 | 50.0 |      | 32.0 | 50.0 | 50.0 |      | 50.0 | 90.0  |
| Effective Green, g (s) | 32.0 | 50.0 |      | 32.0 | 50.0 | 50.0 |      | 50.0 | 90.0  |
| Actuated g/C Ratio     | 0.36 | 0.56 |      | 0.36 | 0.56 | 0.56 |      | 0.56 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |      | 3.0  |       |
| Lane Grp Cap (vph)     | 1258 | 879  |      | 1258 | 977  | 835  |      | 879  | 1583  |
| v/s Ratio Prot         | 0.28 | 0.08 |      | 0.25 | 0.41 |      |      |      |       |
| v/s Ratio Perm         |      |      |      |      |      | 0.36 |      | 0.24 | c0.88 |
| v/c Ratio              | 0.80 | 0.15 |      | 0.71 | 0.74 | 0.64 |      | 0.43 | 0.88  |
| Uniform Delay, d1      | 26.1 | 9.7  |      | 25.0 | 15.1 | 13.8 |      | 11.7 | 0.0   |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  |
| Incremental Delay, d2  | 5.3  | 0.3  |      | 3.5  | 5.0  | 3.8  |      | 1.5  | 7.3   |
| Delay (s)              | 31.4 | 10.0 |      | 28.5 | 20.0 | 17.6 |      | 13.2 | 7.3   |
| Level of Service       | C    | B    |      | C    | C    | B    |      | B    | A     |
| Approach Delay (s)     | 29.0 |      |      | 28.5 | 19.0 |      | 8.6  |      |       |
| Approach LOS           | C    |      |      | C    | B    |      | A    |      |       |

### Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 19.3  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 0.97  |                           |     |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 8.0 |
| Intersection Capacity Utilization | 93.3% | ICU Level of Service      | F   |
| Analysis Period (min)             | 15    |                           |     |

! Phase conflict between lane groups.

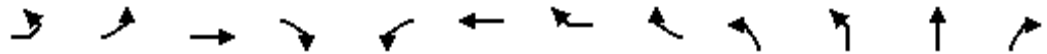
c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement               | EBL2   | EBL    | EBT   | EBR  | WBL  | WBT    | WBR  | WBR2 | NBL2 | NBL    | NBT   | NBR   |
|------------------------|--------|--------|-------|------|------|--------|------|------|------|--------|-------|-------|
| Lane Configurations    |        | ↔      | ↕     | ↗    | ↖    | ↕      |      |      |      | ↔      | ↕     | ↗     |
| Volume (vph)           | 490    | 23     | 1178  | 108  | 121  | 800    | 933  | 13   | 60   | 621    | 51    | 162   |
| Ideal Flow (vphpl)     | 1900   | 1900   | 1900  | 1900 | 1900 | 1900   | 1900 | 1900 | 1900 | 1900   | 1900  | 1900  |
| Total Lost time (s)    |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0   |
| Lane Util. Factor      |        | 1.00   | 0.95  | 1.00 | 1.00 | 0.95   |      |      |      | 0.95   | 0.95  | 1.00  |
| Frt                    |        | 1.00   | 1.00  | 0.85 | 1.00 | 0.92   |      |      |      | 1.00   | 1.00  | 0.85  |
| Flt Protected          |        | 0.95   | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.95   | 0.96  | 1.00  |
| Satd. Flow (prot)      |        | 1770   | 3539  | 1583 | 1770 | 3252   |      |      |      | 1681   | 1696  | 1583  |
| Flt Permitted          |        | 0.18   | 1.00  | 1.00 | 0.95 | 1.00   |      |      |      | 0.19   | 0.96  | 1.00  |
| Satd. Flow (perm)      |        | 339    | 3539  | 1583 | 1770 | 3252   |      |      |      | 337    | 1696  | 1583  |
| Peak-hour factor, PHF  | 0.92   | 0.92   | 0.92  | 0.92 | 0.92 | 0.92   | 0.92 | 0.92 | 0.92 | 0.92   | 0.92  | 0.92  |
| Adj. Flow (vph)        | 533    | 25     | 1280  | 117  | 132  | 870    | 1014 | 14   | 65   | 675    | 55    | 176   |
| RTOR Reduction (vph)   | 0      | 0      | 0     | 75   | 0    | 1      | 0    | 0    | 0    | 0      | 0     | 116   |
| Lane Group Flow (vph)  | 0      | 558    | 1280  | 42   | 132  | 1897   | 0    | 0    | 0    | 396    | 399   | 60    |
| Turn Type              | custom | Prot   | NA    | Perm | Prot | NA     |      |      | Perm | Split  | NA    | pm+ov |
| Protected Phases       |        | 1      | 6     |      | 5    | 2      |      |      |      | 3      | 3     | 5     |
| Permitted Phases       | 1      |        |       | 6    |      |        |      |      | 3    |        |       | 3     |
| Actuated Green, G (s)  |        | 22.0   | 38.1  | 38.1 | 10.4 | 27.5   |      |      |      | 21.0   | 21.0  | 31.4  |
| Effective Green, g (s) |        | 22.0   | 38.1  | 38.1 | 10.4 | 27.5   |      |      |      | 21.0   | 21.0  | 31.4  |
| Actuated g/C Ratio     |        | 0.21   | 0.36  | 0.36 | 0.10 | 0.26   |      |      |      | 0.20   | 0.20  | 0.30  |
| Clearance Time (s)     |        | 3.0    | 5.0   | 5.0  | 4.0  | 5.0    |      |      |      | 8.0    | 8.0   | 4.0   |
| Vehicle Extension (s)  |        | 3.0    | 5.0   | 5.0  | 3.0  | 5.0    |      |      |      | 3.0    | 3.0   | 3.0   |
| Lane Grp Cap (vph)     |        | 71     | 1284  | 574  | 175  | 851    |      |      |      | 67     | 339   | 473   |
| v/s Ratio Prot         |        |        | 0.36  |      | 0.07 | c0.58  |      |      |      |        | 0.24  | 0.01  |
| v/s Ratio Perm         |        | c1.65  |       | 0.03 |      |        |      |      |      | c1.17  |       | 0.03  |
| v/c Ratio              |        | 7.86   | 1.00  | 0.07 | 0.75 | 2.48dr |      |      |      | 5.91   | 1.18  | 0.13  |
| Uniform Delay, d1      |        | 41.5   | 33.4  | 21.9 | 46.1 | 38.8   |      |      |      | 42.0   | 42.0  | 26.8  |
| Progression Factor     |        | 1.00   | 1.00  | 1.00 | 1.00 | 1.00   |      |      |      | 1.00   | 1.00  | 1.00  |
| Incremental Delay, d2  |        | 3115.4 | 24.4  | 0.3  | 16.7 | 557.1  |      |      |      | 2241.6 | 106.1 | 0.1   |
| Delay (s)              |        | 3156.9 | 57.8  | 22.2 | 62.8 | 595.8  |      |      |      | 2283.6 | 148.1 | 26.9  |
| Level of Service       |        | F      | E     | C    | E    | F      |      |      |      | F      | F     | C     |
| Approach Delay (s)     |        |        | 940.2 |      |      | 561.2  |      |      |      |        | 997.1 |       |
| Approach LOS           |        |        | F     |      |      | F      |      |      |      |        | F     |       |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 765.2  | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 4.58   |                           |      |
| Actuated Cycle Length (s)         | 105.0  | Sum of lost time (s)      | 26.0 |
| Intersection Capacity Utilization | 127.0% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Argyle Avenue & Franklin Avenue & US 101 NB On-Ramp

11/3/2016



| Movement                    | SBL   | SBT   | SBR  | SBR2 |
|-----------------------------|-------|-------|------|------|
| Lane Configurations         | ↘     | ↑↑    |      |      |
| Volume (vph)                | 57    | 93    | 11   | 35   |
| Ideal Flow (vphpl)          | 1900  | 1900  | 1900 | 1900 |
| Total Lost time (s)         | 9.0   | 9.0   |      |      |
| Lane Util. Factor           | 1.00  | 0.95  |      |      |
| Frt                         | 1.00  | 0.95  |      |      |
| Flt Protected               | 0.95  | 1.00  |      |      |
| Satd. Flow (prot)           | 1770  | 3363  |      |      |
| Flt Permitted               | 0.95  | 1.00  |      |      |
| Satd. Flow (perm)           | 1770  | 3363  |      |      |
| Peak-hour factor, PHF       | 0.92  | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)             | 62    | 101   | 12   | 38   |
| RTOR Reduction (vph)        | 0     | 15    | 0    | 0    |
| Lane Group Flow (vph)       | 62    | 136   | 0    | 0    |
| Turn Type                   | Split | NA    |      |      |
| Protected Phases            | 4     | 4     |      |      |
| Permitted Phases            |       |       |      |      |
| Actuated Green, G (s)       | 9.5   | 9.5   |      |      |
| Effective Green, g (s)      | 9.5   | 9.5   |      |      |
| Actuated g/C Ratio          | 0.09  | 0.09  |      |      |
| Clearance Time (s)          | 9.0   | 9.0   |      |      |
| Vehicle Extension (s)       | 3.0   | 3.0   |      |      |
| Lane Grp Cap (vph)          | 160   | 304   |      |      |
| v/s Ratio Prot              | 0.04  | c0.04 |      |      |
| v/s Ratio Perm              |       |       |      |      |
| v/c Ratio                   | 0.39  | 0.45  |      |      |
| Uniform Delay, d1           | 45.0  | 45.3  |      |      |
| Progression Factor          | 1.00  | 1.00  |      |      |
| Incremental Delay, d2       | 1.6   | 1.1   |      |      |
| Delay (s)                   | 46.6  | 46.3  |      |      |
| Level of Service            | D     | D     |      |      |
| Approach Delay (s)          |       | 46.4  |      |      |
| Approach LOS                |       | D     |      |      |
| <b>Intersection Summary</b> |       |       |      |      |

# HCM Signalized Intersection Capacity Analysis

## 4: US 101 NB Off-Ramp/Beachwood Dr & Franklin Ave

11/3/2016



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|-------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |       |      |      |      |      |      |      |      |      |       |      |
| Volume (vph)           | 233   | 1476  | 5    | 6    | 1177 | 207  | 27   | 58   | 30   | 256  | 1     | 230  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   |      | 4.0  | 4.0  |      |      | 4.0  |      |      | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 0.95  |      | 1.00 | 0.95 |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00  |      | 1.00 | 0.98 |      |      | 0.96 |      |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00  |      | 0.95 | 1.00 |      |      | 0.99 |      |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 3538  |      | 1770 | 3460 |      |      | 1776 |      |      | 1774  | 1583 |
| Flt Permitted          | 0.12  | 1.00  |      | 0.14 | 1.00 |      |      | 0.89 |      |      | 0.66  | 1.00 |
| Satd. Flow (perm)      | 226   | 3538  |      | 257  | 3460 |      |      | 1603 |      |      | 1235  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 253   | 1604  | 5    | 7    | 1279 | 225  | 29   | 63   | 33   | 278  | 1     | 250  |
| RTOR Reduction (vph)   | 0     | 0     | 0    | 0    | 22   | 0    | 0    | 20   | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 253   | 1609  | 0    | 7    | 1482 | 0    | 0    | 105  | 0    | 0    | 279   | 250  |
| Turn Type              | pm+pt | NA    |      | Perm | NA   |      | Perm | NA   |      | Perm | NA    | Free |
| Protected Phases       | 7     | 4     |      |      | 8    |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |       |      | 8    |      |      | 2    |      |      | 6    |       | Free |
| Actuated Green, G (s)  | 39.0  | 39.0  |      | 29.0 | 29.0 |      |      | 18.0 |      |      | 18.0  | 65.0 |
| Effective Green, g (s) | 39.0  | 39.0  |      | 29.0 | 29.0 |      |      | 18.0 |      |      | 18.0  | 65.0 |
| Actuated g/C Ratio     | 0.60  | 0.60  |      | 0.45 | 0.45 |      |      | 0.28 |      |      | 0.28  | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0   |      | 4.0  | 4.0  |      |      | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   |      | 3.0  | 3.0  |      |      | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 278   | 2122  |      | 114  | 1543 |      |      | 443  |      |      | 342   | 1583 |
| v/s Ratio Prot         | 0.08  | c0.45 |      |      | 0.43 |      |      |      |      |      |       |      |
| v/s Ratio Perm         | c0.46 |       |      | 0.03 |      |      |      | 0.07 |      |      | c0.23 | 0.16 |
| v/c Ratio              | 0.91  | 0.76  |      | 0.06 | 0.96 |      |      | 0.24 |      |      | 0.82  | 0.16 |
| Uniform Delay, d1      | 15.0  | 9.5   |      | 10.3 | 17.4 |      |      | 18.2 |      |      | 22.0  | 0.0  |
| Progression Factor     | 1.00  | 1.00  |      | 1.00 | 1.00 |      |      | 1.00 |      |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 31.5  | 1.6   |      | 0.2  | 14.6 |      |      | 1.3  |      |      | 19.0  | 0.2  |
| Delay (s)              | 46.6  | 11.1  |      | 10.5 | 32.0 |      |      | 19.5 |      |      | 40.9  | 0.2  |
| Level of Service       | D     | B     |      | B    | C    |      |      | B    |      |      | D     | A    |
| Approach Delay (s)     |       | 16.0  |      |      | 31.9 |      |      | 19.5 |      |      | 21.7  |      |
| Approach LOS           |       | B     |      |      | C    |      |      | B    |      |      | C     |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 22.8  | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.92  |                           |      |
| Actuated Cycle Length (s)         | 65.0  | Sum of lost time (s)      | 12.0 |
| Intersection Capacity Utilization | 82.9% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 14: Hollywood Boulevard & US 101 SB Off-Ramp

11/3/2016



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      | ↑↑   | ↗    | ↖    | ↑↑    |      |      |      |      | ↘     | ↕    |      |
| Volume (vph)           | 0    | 1600 | 749  | 106  | 1906  | 0    | 0    | 0    | 0    | 697   | 16   | 204  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Lane Util. Factor      |      | 0.95 | 1.00 | 1.00 | 0.95  |      |      |      |      | 0.95  | 0.95 |      |
| Frt                    |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.93 |      |
| Flt Protected          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.98 |      |
| Satd. Flow (prot)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1608 |      |
| Flt Permitted          |      | 1.00 | 1.00 | 0.95 | 1.00  |      |      |      |      | 0.95  | 0.98 |      |
| Satd. Flow (perm)      |      | 3539 | 1583 | 1770 | 3539  |      |      |      |      | 1681  | 1608 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 0    | 1739 | 814  | 115  | 2072  | 0    | 0    | 0    | 0    | 758   | 17   | 222  |
| RTOR Reduction (vph)   | 0    | 0    | 391  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 6    | 0    |
| Lane Group Flow (vph)  | 0    | 1739 | 423  | 115  | 2072  | 0    | 0    | 0    | 0    | 508   | 483  | 0    |
| Turn Type              |      | NA   | Perm | Prot | NA    |      |      |      |      | Perm  | NA   |      |
| Protected Phases       |      | 6    |      | 5    | 2     |      |      |      |      |       | 4    |      |
| Permitted Phases       |      |      | 6    |      |       |      |      |      |      | 4     |      |      |
| Actuated Green, G (s)  |      | 43.3 | 43.3 | 6.0  | 53.3  |      |      |      |      | 26.8  | 26.8 |      |
| Effective Green, g (s) |      | 43.3 | 43.3 | 6.0  | 53.3  |      |      |      |      | 26.8  | 26.8 |      |
| Actuated g/C Ratio     |      | 0.48 | 0.48 | 0.07 | 0.59  |      |      |      |      | 0.30  | 0.30 |      |
| Clearance Time (s)     |      | 4.6  | 4.6  | 4.0  | 4.6   |      |      |      |      | 5.3   | 5.3  |      |
| Vehicle Extension (s)  |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      |      |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     |      | 1702 | 761  | 118  | 2095  |      |      |      |      | 500   | 478  |      |
| v/s Ratio Prot         |      | 0.49 |      | 0.06 | c0.59 |      |      |      |      |       |      |      |
| v/s Ratio Perm         |      |      | 0.27 |      |       |      |      |      |      | c0.30 | 0.30 |      |
| v/c Ratio              |      | 1.02 | 0.56 | 0.97 | 0.99  |      |      |      |      | 1.02  | 1.01 |      |
| Uniform Delay, d1      |      | 23.4 | 16.5 | 41.9 | 18.1  |      |      |      |      | 31.6  | 31.6 |      |
| Progression Factor     |      | 1.00 | 1.00 | 0.99 | 1.36  |      |      |      |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  |      | 27.5 | 2.9  | 18.9 | 3.8   |      |      |      |      | 44.3  | 43.6 |      |
| Delay (s)              |      | 50.8 | 19.4 | 60.5 | 28.4  |      |      |      |      | 75.9  | 75.2 |      |
| Level of Service       |      | D    | B    | E    | C     |      |      |      |      | E     | E    |      |
| Approach Delay (s)     |      | 40.8 |      |      | 30.1  |      |      | 0.0  |      |       | 75.6 |      |
| Approach LOS           |      | D    |      |      | C     |      |      | A    |      |       | E    |      |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 42.8   | HCM 2000 Level of Service | D    |
| HCM 2000 Volume to Capacity ratio | 1.05   |                           |      |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 13.9 |
| Intersection Capacity Utilization | 143.4% | ICU Level of Service      | H    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |

# HCM Signalized Intersection Capacity Analysis

## 15: US 101 NB Off-Ramp/Van Ness Ave & Hollywood Boulevard

11/3/2016



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|-------|-------|------|------|------|------|
| Lane Configurations    | ↘     | ↑↑   |      |      | ↑↑   | ↗    | ↘↗    |       | ↗    |      |      |      |
| Volume (vph)           | 306   | 2051 | 0    | 0    | 1133 | 714  | 739   | 0     | 212  | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Lane Util. Factor      | 1.00  | 0.95 |      |      | 0.95 | 1.00 | 0.97  |       | 1.00 |      |      |      |
| Frt                    | 1.00  | 1.00 |      |      | 1.00 | 0.85 | 1.00  |       | 0.85 |      |      |      |
| Flt Protected          | 0.95  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (prot)      | 1770  | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Flt Permitted          | 0.19  | 1.00 |      |      | 1.00 | 1.00 | 0.95  |       | 1.00 |      |      |      |
| Satd. Flow (perm)      | 350   | 3539 |      |      | 3539 | 1583 | 3433  |       | 1583 |      |      |      |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph)        | 333   | 2229 | 0    | 0    | 1232 | 776  | 803   | 0     | 230  | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 0    | 0    | 0    | 246  | 0     | 0     | 207  | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 333   | 2229 | 0    | 0    | 1232 | 530  | 803   | 0     | 23   | 0    | 0    | 0    |
| Turn Type              | Perm  | NA   |      |      | NA   | Perm | Prot  |       | Perm |      |      |      |
| Protected Phases       |       | 6    |      |      | 2    |      | 3     |       |      |      |      |      |
| Permitted Phases       | 6     |      |      |      |      | 2    |       |       | 3    |      |      |      |
| Actuated Green, G (s)  | 61.5  | 61.5 |      |      | 61.5 | 61.5 | 9.0   |       | 9.0  |      |      |      |
| Effective Green, g (s) | 61.5  | 61.5 |      |      | 61.5 | 61.5 | 9.0   |       | 9.0  |      |      |      |
| Actuated g/C Ratio     | 0.68  | 0.68 |      |      | 0.68 | 0.68 | 0.10  |       | 0.10 |      |      |      |
| Clearance Time (s)     | 5.4   | 5.4  |      |      | 5.4  | 5.4  | 5.0   |       | 5.0  |      |      |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      |      | 3.0  | 3.0  | 3.0   |       | 3.0  |      |      |      |
| Lane Grp Cap (vph)     | 239   | 2418 |      |      | 2418 | 1081 | 343   |       | 158  |      |      |      |
| v/s Ratio Prot         |       | 0.63 |      |      | 0.35 |      | c0.23 |       |      |      |      |      |
| v/s Ratio Perm         | c0.95 |      |      |      |      | 0.33 |       |       | 0.01 |      |      |      |
| v/c Ratio              | 1.39  | 0.92 |      |      | 0.51 | 0.49 | 2.34  |       | 0.15 |      |      |      |
| Uniform Delay, d1      | 14.2  | 12.2 |      |      | 6.9  | 6.8  | 40.5  |       | 37.0 |      |      |      |
| Progression Factor     | 0.78  | 0.68 |      |      | 0.46 | 1.81 | 1.00  |       | 1.00 |      |      |      |
| Incremental Delay, d2  | 183.1 | 2.0  |      |      | 0.8  | 1.6  | 612.5 |       | 0.4  |      |      |      |
| Delay (s)              | 194.2 | 10.3 |      |      | 3.9  | 13.8 | 653.0 |       | 37.4 |      |      |      |
| Level of Service       | F     | B    |      |      | A    | B    | F     |       | D    |      |      |      |
| Approach Delay (s)     |       | 34.2 |      |      | 7.8  |      |       | 516.0 |      |      | 0.0  |      |
| Approach LOS           |       | C    |      |      | A    |      |       | F     |      |      | A    |      |

### Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 113.5 | HCM 2000 Level of Service | F    |
| HCM 2000 Volume to Capacity ratio | 1.42  |                           |      |
| Actuated Cycle Length (s)         | 90.0  | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 85.6% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |
| c Critical Lane Group             |       |                           |      |

# HCM Unsignalized Intersection Capacity Analysis

## 18: US 101 SB On-Ramp & Argyle Avenue

11/3/2016



| Movement                          | WBL  | WBR  | NBT   | NBR  | SBL                  | SBT  |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations               |      |      | ↑↑    |      | ↑                    | ↑↑   |
| Volume (veh/h)                    | 0    | 0    | 966   | 242  | 119                  | 155  |
| Sign Control                      | Stop |      | Free  |      |                      | Free |
| Grade                             | 0%   |      | 0%    |      |                      | 0%   |
| Peak Hour Factor                  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0    | 0    | 1050  | 263  | 129                  | 168  |
| Pedestrians                       |      |      |       |      |                      |      |
| Lane Width (ft)                   |      |      |       |      |                      |      |
| Walking Speed (ft/s)              |      |      |       |      |                      |      |
| Percent Blockage                  |      |      |       |      |                      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |
| Median type                       |      |      | None  |      |                      | None |
| Median storage (veh)              |      |      |       |      |                      |      |
| Upstream signal (ft)              |      |      |       |      |                      | 366  |
| pX, platoon unblocked             |      |      |       |      |                      |      |
| vC, conflicting volume            | 1524 | 657  |       |      | 1313                 |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |
| vCu, unblocked vol                | 1524 | 657  |       |      | 1313                 |      |
| tC, single (s)                    | 6.8  | 6.9  |       |      | 4.1                  |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |
| tF (s)                            | 3.5  | 3.3  |       |      | 2.2                  |      |
| p0 queue free %                   | 100  | 100  |       |      | 75                   |      |
| cM capacity (veh/h)               | 82   | 408  |       |      | 523                  |      |
| Direction, Lane #                 | NB 1 | NB 2 | SB 1  | SB 2 | SB 3                 |      |
| Volume Total                      | 700  | 613  | 129   | 84   | 84                   |      |
| Volume Left                       | 0    | 0    | 129   | 0    | 0                    |      |
| Volume Right                      | 0    | 263  | 0     | 0    | 0                    |      |
| cSH                               | 1700 | 1700 | 523   | 1700 | 1700                 |      |
| Volume to Capacity                | 0.41 | 0.36 | 0.25  | 0.05 | 0.05                 |      |
| Queue Length 95th (ft)            | 0    | 0    | 24    | 0    | 0                    |      |
| Control Delay (s)                 | 0.0  | 0.0  | 14.1  | 0.0  | 0.0                  |      |
| Lane LOS                          |      |      | B     |      |                      |      |
| Approach Delay (s)                | 0.0  |      | 6.1   |      |                      |      |
| Approach LOS                      |      |      |       |      |                      |      |
| Intersection Summary              |      |      |       |      |                      |      |
| Average Delay                     |      |      | 1.1   |      |                      |      |
| Intersection Capacity Utilization |      |      | 47.7% |      | ICU Level of Service | A    |
| Analysis Period (min)             |      |      | 15    |      |                      |      |

**Intersection**

Int Delay, s/veh 119.3

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h               | 235  | 131  | 1389 | 0    | 0    | 361  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 255  | 142  | 1510 | 0    | 0    | 392  |

| Major/Minor          | Minor1 | Minor2 | Major1 | Major2 | Major3 | Major4 |
|----------------------|--------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 1706   | 755    | 0      | 0      | 1510   | 0      |
| Stage 1              | 1510   | -      | -      | -      | -      | -      |
| Stage 2              | 196    | -      | -      | -      | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      | -      | 4.14   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      | -      | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      | -      | 2.22   | -      |
| Pot Cap-1 Maneuver   | ~ 82   | 351    | -      | -      | 439    | -      |
| Stage 1              | ~ 169  | -      | -      | -      | -      | -      |
| Stage 2              | 818    | -      | -      | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | ~ 82   | 351    | -      | -      | 439    | -      |
| Mov Cap-2 Maneuver   | ~ 82   | -      | -      | -      | -      | -      |
| Stage 1              | ~ 169  | -      | -      | -      | -      | -      |
| Stage 2              | 818    | -      | -      | -      | -      | -      |

| Approach             | WB       | NB | SB |
|----------------------|----------|----|----|
| HCM Control Delay, s | \$ 689.5 | 0  | 0  |
| HCM LOS              | F        |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1  | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|--------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 82     | 351   | 439 | -   |
| HCM Lane V/C Ratio    | -   | -   | 3.115  | 0.406 | -   | -   |
| HCM Control Delay (s) | -   | \$  | 1061.5 | 22.1  | 0   | -   |
| HCM Lane LOS          | -   | -   | F      | C     | A   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 25.4   | 1.9   | 0   | -   |

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 85.6

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h               | 325  | 16   | 483  | 0    | 0    | 0    | 0    | 1038 | 18   | 13   | 580  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 353  | 17   | 525  | 0    | 0    | 0    | 0    | 1128 | 20   | 14   | 630  | 0    |

**Major/Minor**

|                      | Minor2 |      |      | Major1 |   |   | Major2 |   |   |
|----------------------|--------|------|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 1223   | 1807 | 315  | 630    | 0 | 0 | 1148   | 0 | 0 |
| Stage 1              | 659    | 659  | -    | -      | - | - | -      | - | - |
| Stage 2              | 564    | 1148 | -    | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.84   | 6.54 | 6.94 | 4.14   | - | - | 4.14   | - | - |
| Critical Hdwy Stg 1  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.84   | 5.54 | -    | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32 | 2.22   | - | - | 2.22   | - | - |
| Pot Cap-1 Maneuver   | ~ 172  | 78   | 681  | 948    | - | - | 604    | - | - |
| Stage 1              | 476    | 459  | -    | -      | - | - | -      | - | - |
| Stage 2              | 533    | 272  | -    | -      | - | - | -      | - | - |
| Platoon blocked, %   |        |      |      |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | ~ 166  | 0    | 681  | 948    | - | - | 604    | - | - |
| Mov Cap-2 Maneuver   | ~ 166  | 0    | -    | -      | - | - | -      | - | - |
| Stage 1              | 459    | 0    | -    | -      | - | - | -      | - | - |
| Stage 2              | 533    | 0    | -    | -      | - | - | -      | - | - |

**Approach**

|                      | EB    | NB | SB  |
|----------------------|-------|----|-----|
| HCM Control Delay, s | 256.5 | 0  | 0.4 |
| HCM LOS              | F     |    |     |

**Minor Lane/Major Mvmt**

|                       | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL   | SBT | SBR |
|-----------------------|-----|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 948 | -   | -   | 166   | 681   | 604   | -   | -   |
| HCM Lane V/C Ratio    | -   | -   | -   | 2.18  | 0.784 | 0.023 | -   | -   |
| HCM Control Delay (s) | 0   | -   | -   | 595.3 | 26.7  | 11.1  | 0.2 | -   |
| HCM Lane LOS          | A   | -   | -   | F     | D     | B     | A   | -   |
| HCM 95th %tile Q(veh) | 0   | -   | -   | 29.2  | 7.7   | 0.1   | -   | -   |

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



# HCM Signalized Intersection Capacity Analysis

## 119: Hollywood Boulevard & Van Ness Avenue

11/3/2016



| Movement               | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations    |      | ↕↕    | ↕↕↕  |      | ↕     | ↕    |
| Volume (vph)           | 37   | 2226  | 1180 | 30   | 19    | 37   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Lane Util. Factor      |      | 0.95  | 0.91 |      | 1.00  | 1.00 |
| Frt                    |      | 1.00  | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          |      | 1.00  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      |      | 3536  | 5066 |      | 1770  | 1583 |
| Flt Permitted          |      | 0.89  | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      |      | 3161  | 5066 |      | 1770  | 1583 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 40   | 2420  | 1283 | 33   | 21    | 40   |
| RTOR Reduction (vph)   | 0    | 0     | 2    | 0    | 0     | 38   |
| Lane Group Flow (vph)  | 0    | 2460  | 1314 | 0    | 21    | 2    |
| Turn Type              | Perm | NA    | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     | 2    |      | 4     |      |
| Permitted Phases       | 6    |       |      |      |       | 4    |
| Actuated Green, G (s)  |      | 61.5  | 61.5 |      | 4.5   | 4.5  |
| Effective Green, g (s) |      | 61.5  | 61.5 |      | 4.5   | 4.5  |
| Actuated g/C Ratio     |      | 0.68  | 0.68 |      | 0.05  | 0.05 |
| Clearance Time (s)     |      | 5.4   | 5.4  |      | 4.6   | 4.6  |
| Vehicle Extension (s)  |      | 3.0   | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     |      | 2160  | 3461 |      | 88    | 79   |
| v/s Ratio Prot         |      |       | 0.26 |      | c0.01 |      |
| v/s Ratio Perm         |      | c0.78 |      |      |       | 0.00 |
| v/c Ratio              |      | 1.14  | 0.38 |      | 0.24  | 0.03 |
| Uniform Delay, d1      |      | 14.2  | 6.1  |      | 41.1  | 40.7 |
| Progression Factor     |      | 0.29  | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  |      | 65.5  | 0.3  |      | 1.4   | 0.1  |
| Delay (s)              |      | 69.7  | 6.4  |      | 42.5  | 40.8 |
| Level of Service       |      | E     | A    |      | D     | D    |
| Approach Delay (s)     |      | 69.7  | 6.4  |      | 41.4  |      |
| Approach LOS           |      | E     | A    |      | D     |      |

### Intersection Summary

|                                   |        |                           |      |
|-----------------------------------|--------|---------------------------|------|
| HCM 2000 Control Delay            | 47.6   | HCM 2000 Level of Service | D    |
| HCM 2000 Volume to Capacity ratio | 0.95   |                           |      |
| Actuated Cycle Length (s)         | 90.0   | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization | 101.9% | ICU Level of Service      | G    |
| Analysis Period (min)             | 15     |                           |      |
| c Critical Lane Group             |        |                           |      |

## **Appendix H.2**

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Revised Traffic Study



## MEMORANDUM

**TO:** Wes Pringle, Los Angeles Department of Transportation

**FROM:** Sarah M. Drobis, P.E., Emily Wong, P.E., Casey Le, EIT, and Janet Ye, EIT

**DATE:** May 18, 2018

**RE:** Traffic Impact Analysis for the Revised  
citizenM Hotel Project  
Hollywood, California

**Ref:** J1463

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Gibson Transportation Consulting, Inc. (GTC) was asked to conduct a review of recent refinements to the citizenM Hotel Project (Project) in the Hollywood community of the City of Los Angeles. This memorandum summarizes the findings of our review.

GTC previously prepared *Traffic Study for the citizenM Hotel Project* (November 2016) (Approved Traffic Study) analyzing the Project consisting of 216 hotel rooms and approximately 4,354 square feet (sf) of publicly accessible restaurant space. The Approved Traffic Study was reviewed and approved by the Los Angeles Department of Transportation (LADOT) in *Transportation Study Assessment for the Proposed Citizen M Hotel Project* (November 2016) (LADOT Assessment Letter), a copy of which is provided in Attachment A.

Since the approval of the Traffic Study, the Project has been modified to include 240 hotel rooms and approximately 5,373 sf of publicly accessible restaurant space (Revised Project). The Revised Project also extends the Project buildout from Year 2021 to Year 2022. Similar to the Project presented in the Approved Traffic Study, parking for the Revised Project would be provided on-site within a four-level subterranean garage, with vehicular access provided via one full access driveway on Vine Street.

A Project comparison summary is provided in Table 1.

### TRIP GENERATION

Trip generation estimates in the Approved Traffic Study were developed using published rates from *Trip Generation, 9<sup>th</sup> Edition* (Institute of Transportation Engineers [ITE], 2012). The ITE rate for hotel uses (Land Use Code 310) in *Trip Generation, 9<sup>th</sup> Edition* accounts for places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, recreational facilities (pool, fitness center), and/or other retail and service shops. The trip generation rates are derived from empirical surveys of similar land uses throughout the United States. Supporting amenities (e.g., lobby space, back of house, etc.) were considered as part of the hotel use and were accounted for in the trip generation rates.

To provide a conservative analysis, the Project's publicly accessible restaurant uses were considered independently from the hotel. Trip generation reductions were applied to account for public transit usage, walk-in trips, and internal capture, as well as the removal of the existing restaurant uses currently on-site.

### **Approved Traffic Study**

As summarized in Table 1 and detailed in Table 2, after applying appropriate trip reductions and accounting for the removal of trips associated with the existing uses currently on-site, the Project was estimated to generate 1,101 net new daily weekday trips including 99 morning peak hour trips (58 inbound, 41 outbound) and 77 afternoon peak hour trips (35 inbound, 42 outbound).

As shown in Table 3, with implementation of the Transportation Demand Management (TDM) program as part of the Project's mitigation program, the Project is anticipated to generate 1,025 net new daily weekday trips, including 93 morning peak hour trips (54 inbound, 39 outbound) and 72 afternoon peak hour trips (32 inbound, 40 outbound).

### **Revised Project**

As summarized in Table 1 and detailed in Table 4, after applying appropriate trip reductions and accounting for the removal of trips associated with the existing uses currently on-site, consistent with the Approved Traffic Study, the Revised Project would generate 1,296 net new daily weekday trips, including 114 morning peak hour trips (66 inbound, 48 outbound) and 91 afternoon peak hour trips (43 inbound, 48 outbound). In comparison to the Approved Traffic Study, the Revised Project would generate an additional 195 daily weekday trips, including an additional 15 morning peak hour trips and 14 afternoon peak hour trips.

With implementation of a TDM program similar to that of the Approved Traffic Study, the Revised Project is anticipated to generate 1,209 net new daily weekday trips, including 107 morning peak hour trips (62 inbound, 45 outbound) and 84 afternoon peak hour trips (39 inbound, 45 outbound), as detailed in Table 5.

## **TRAFFIC IMPACT ANALYSIS**

### **Ambient Growth**

As described above, the Revised Project extends the Project buildout from Year 2021 to Year 2022. Therefore, assuming a conservative ambient growth rate of 1% per year, the total adjustment applied over the six-year period was 6.15%. As detailed in the Approved Traffic Study, this growth factor conservatively accounts for increases in traffic due to potential projects not yet proposed or projects outside the traffic analysis Study Area, as well as projects outside of a 2.0-mile radius from the Project Site or the general Hollywood area.

## **Related Projects**

With the extension of the Revised Project buildout year to Year 2022, the Los Angeles Department of City Planning requested that the Related Projects list also be updated to incorporate the latest available information from LADOT, City Planning, and other recent studies for development projects in the Hollywood area. The updated list of Related Projects is detailed in Table 6. The revisions to the Related Projects list are considered and reflected in the Revised Project Future Year 2022 analysis.

## **Approved Traffic Study Project**

**Existing with Project Conditions.** As shown in Table 7, under Existing with Project Conditions and prior to mitigation, the Project would result in a significant impact at Vine Street & Hollywood Boulevard (Intersection #10) during the morning peak hour.

As outlined in the Approved Traffic Study and LADOT Assessment Letter, the Project's mitigation program included implementation of a TDM Program, as well as Transportation Systems Management (TSM) improvements. With implementation of the mitigation program, the impact at Vine Street & Hollywood Boulevard (Intersection #10) would be mitigated to less than significant under Existing with Project with Mitigation Conditions during the morning peak hour, as detailed in Table 7.

Detailed level of service (LOS) worksheets are provided in Appendix D of the Approved Traffic Study.

**Future with Project Conditions.** As shown in Table 8, under Future with Project Conditions (Year 2021) and prior to mitigation, the Project would result in a significant impact at Vine Street & Hollywood Boulevard (Intersection #10) during both the morning and afternoon peak hour.

With implementation of the mitigation program, the impact at Vine Street & Hollywood Boulevard (Intersection #10) would be mitigated to less than significant under Future with Project with Mitigation Conditions (Year 2021) during both the morning and afternoon peak hours, as detailed in Table 8.

Detailed LOS worksheets are provided in Appendix D of the Approved Traffic Study.

## **Revised Project**

**Existing with Project Conditions.** As shown in Table 9, consistent with the Approved Traffic Study, prior to mitigation, the Revised Project would result in a significant impact at Vine Street & Hollywood Boulevard (Intersection #10) during the morning peak hour under Existing with Project Conditions.

The Revised Project would implement the same mitigation program presented in the Approved Traffic Study, which includes a TDM Program and TSM improvements. With implementation of the mitigation program, the impact at Vine Street & Hollywood Boulevard (Intersection #10)

would be mitigated to less than significant levels during the morning peak hour under Existing with Project with Mitigation Conditions, as detailed in Table 9.

Detailed LOS worksheets are provided in Attachment B.

**Future with Project Conditions.** As shown in Table 10, consistent with the Approved Traffic Study, prior to mitigation, the Revised Project would result in a significant impact at Vine Street & Hollywood Boulevard (Intersection #10) during the morning and afternoon peak hours under Future with Project Conditions (Year 2022).

With implementation of the mitigation program, the impact at Vine Street & Hollywood Boulevard (Intersection #10) would be mitigated to less than significant levels during both the morning and afternoon peak hours under Future with Project with Mitigation Conditions (Year 2022), as detailed in Table 10.

Detailed LOS worksheets are provided in Attachment B.

## **UNSIGNALIZED INTERSECTION ANALYSIS**

As described in the Approved Traffic Study, the four unsignalized study intersections were analyzed to determine the need for the installation of a traffic signal. Per LADOT's *Transportation Impact Study Guidelines* (December 2016), unsignalized intersections estimated to operate at LOS E or F under Future with Project Conditions were evaluated for potential installation of a new traffic signal in accordance with guidelines established in *California Manual of Uniform Traffic Control Devices* (Caltrans, 2012).

As detailed in Tables 11 and 12, the unsignalized intersection of Gower Street & US 101 Southbound Off-Ramp/Yucca Street is anticipated to operate at LOS E under Future with Project Conditions and meets the minimum peak hour traffic volume threshold of Warrant 3 under Future Conditions, with and without the addition of Revised Project traffic. Detailed traffic signal warrant worksheets are provided in Attachment C.

The satisfaction of a traffic signal warrant does not in itself require the installation of a signal, and it does not indicate that the unsignalized intersection would be significantly impacted by Project-related traffic. That decision is made by LADOT, which would consider additional factors such as spacing with adjacent intersections, interruption of traffic flow on the major streets, etc. Moreover, the above analysis shows that the addition of Project traffic is not the cause of the intersection meeting the minimum peak hour volume thresholds of Warrant 3, as future traffic volumes without the Project will also meet the minimum peak hour traffic volume threshold of Warrant 3.

## **CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS**

Based on the trip distribution patterns illustrated in Figure 8 of the Approved Traffic Study, the Project would not add any trips to either of the two CMP arterial monitoring stations. Consistent with these assumptions of the Approved Traffic Study, the Revised Project would also not add any trips to either CMP arterial monitoring station and no further analysis is required. Therefore,

the Revised Project is not anticipated to result in a significant impact at either CMP arterial monitoring station.

As detailed in the Approved Traffic Study, the Project would add a total of eight northbound trips and five southbound trips during the morning peak hour and seven northbound trips and seven southbound trips during the afternoon peak hour to the CMP freeway monitoring station at US 101 south of Santa Monica Boulevard. The Revised Project would add a total of 10 northbound trips and seven southbound trips during the morning peak hour and six northbound trips and seven southbound trips during the afternoon peak hour. Therefore, the Revised Project would also not require additional analysis and is not anticipated to result in a significant impact at CMP freeway monitoring stations. Thus, impacts are anticipated to be less than significant.

As described in the Approved Traffic Study, the Project would generate approximately 46 net new transit trips during the morning peak hour and 36 net new transit trips during the afternoon peak hour, assuming 25% of the trips generated to the Project Site are assumed to travel via public transit, which equates to less than 1.5% of the available morning and afternoon peak hour transit capacity. With application of consistent assumptions, the Revised Project would generate 53 net new transit trips during the morning peak hour and 43 net new transit trips during the afternoon peak hour. The Study Area is served by numerous transit routes, and the Revised Project's anticipated morning and afternoon peak hour transit trips would account for approximately 1.5% of the available peak hour capacity. Therefore, the Revised Project is not anticipated to result in regional transit impacts.

## **CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) ANALYSIS**

Based on the Caltrans screening analysis provided as part of the Memorandum of Understanding (MOU), the Project presented in the Approved Traffic Study did not meet the screening criteria for either freeway segments or off-ramps. Similarly, as shown in Tables 13 and 14, the Revised Project would not meet the Caltrans screening criteria and no further analysis is required. The incremental increase in Project trips would not affect the results of the informational Caltrans analysis presented in Appendix F of the Approved Traffic Study.

## **PARKING ANALYSIS**

The proposed parking supply for the Project presented in the Approved Traffic Study would accommodate the code parking requirement by providing up to 79 automobile parking spaces, as well as 124 bicycle parking spaces, within the three-level subterranean parking garage. The Revised Project would also accommodate the code parking requirement detailed in Tables 15 and 16 by providing up to 98 automobile parking spaces and a total of 72 bicycle parking spaces within a four-level subterranean parking garage .

## **CONSTRUCTION ANALYSIS**

Since the approval of the Traffic Study, the projected amount of excavation material has increased from 21,760 cubic yards (CY) of material to 29,300 CY. Applying the same assumptions as the Approved Traffic Study, it is forecasted that up to approximately 140 daily

truck trips (70 inbound, 70 outbound) would travel to the Project Site during the two-month excavation and grading phase, with approximately 18 trips per hour (nine inbound, nine outbound) uniformly over a typical eight-hour work day. Based on regionally accepted standards, a passenger car equivalency (PCE) of 2.0 was applied to equate larger trucks to passenger vehicles during the peak hours.<sup>1</sup> Accordingly, the Project's estimated 140 truck trips would be equivalent to 280 daily PCE trips. The 18 hourly truck trips would be equivalent to 36 PCE trips (18 inbound, 18 outbound) per hour. No other changes to the construction analysis assumptions (i.e., number of construction workers, site access, parking, etc.) are anticipated with the construction of the Revised Project.

A Construction Management Plan would be prepared and submitted to LADOT for review and approval. Haul truck trips would be scheduled outside of commuter weekday peak hours to the extent feasible. Therefore, as detailed in the Approved Traffic Study, construction-related activities would not contribute a substantial amount of traffic during the weekday morning and afternoon peak periods.

## **CONCLUSION**

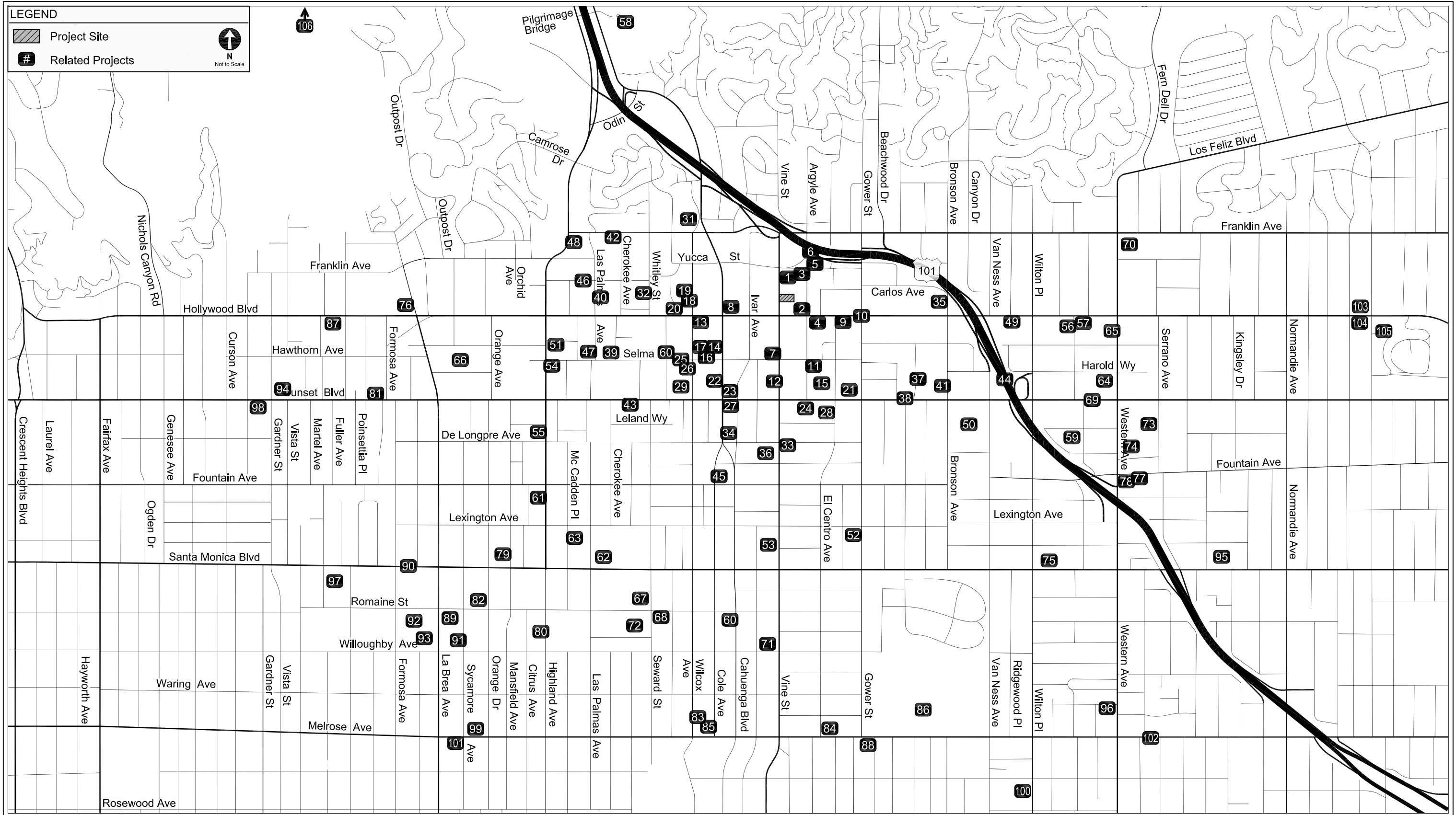
Overall, as summarized in Table 1, although the development associated with the Revised Project would generate more trips than the Project presented in the Approved Traffic Study, the Revised Project would not result in any additional significant impacts, beyond the impact at Vine Street & Hollywood Boulevard (Intersection #10) under Future with Project Conditions (Year 2022), consistent with the results presented in the Approved Traffic Study. Similar to the Approved Traffic Study, with implementation of a mitigation program, the impact would be mitigated to less than significant levels during both the morning and afternoon peak hours.

Therefore, the conclusions of the Approved Traffic Study remain valid.

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<sup>1</sup> *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 16.7 of *2000 Highway Capacity Manual* (Transportation Research Board, 2000) suggest a PCE of 2.0 for trucks.





LOCATIONS OF RELATED PROJECTS

FIGURE 1

**TABLE 1  
PROJECT COMPARISON SUMMARY TABLE**

| Project   | Trip Generation [a] |              |     |       |              |     |       | # of Impacts,<br>Before<br>Mitigation | # of Impacts,<br>After Mitigation<br>[b] |
|---|---------------------|--------------|-----|-------|--------------|-----|-------|---------------------------------------|--|
|   | Daily               | AM Peak Hour |     |       | PM Peak Hour |     |       |                                       |  |
|   |                     | In           | Out | Total | In           | Out | Total |                                       |  |
| <b>Approved Traffic Study</b><br>(216-room hotel & 4,354 sf restaurant) | 1,101               | 58           | 41  | 99    | 35           | 42  | 77    | 1                                     | 0  |
| <b>Revised Project</b><br>(240-room hotel & 5,373 sf restaurant)        | 1,296               | 66           | 48  | 114   | 43           | 48  | 91    | 1                                     | 0  |

Notes

[a] Trip generation estimates represent the net new trips generated by the Project and account for the removal of the existing uses, as well as the application of appropriate transit/walk-in and internal capture reductions.

[b] Mitigation program includes implementation of a TDM program and contributions towards TSM improvements.

**TABLE 2  
TRIP GENERATION ESTIMATES - APPROVED TRAFFIC STUDY**

| Land Use  | Size         | Daily        | AM Peak Hour |           |            | PM Peak Hour |           |            |
|---|--------------|--------------|--------------|-----------|------------|--------------|-----------|------------|
|   |              |              | In           | Out       | Total      | In           | Out       | Total      |
| <b><u>Trip Generation Rates</u></b> [a]                     |              |              |              |           |            |              |           |            |
| Hotel (ITE 310)   | per room     | 8.17         | 59%          | 41%       | 0.53       | 51%          | 49%       | 0.60       |
| Quality Restaurant (ITE 931)                                | per 1,000 sf | 89.95        | N/A          | N/A       | 0.81       | 67%          | 33%       | 7.49       |
| High-Turnover Restaurant (ITE 932)                          | per 1,000 sf | 127.15       | 55%          | 45%       | 10.81      | 60%          | 40%       | 9.85       |
| <b><u>Approved Traffic Study Project</u></b>                |              |              |              |           |            |              |           |            |
| Hotel   | 216 rooms    | 1,765        | 67           | 47        | 114        | 66           | 64        | 130        |
| Less 25% Transit/Walk Adjustment [b]                        |              | (441)        | (17)         | (12)      | (29)       | (17)         | (16)      | (33)       |
| <b>Subtotal - Hotel</b>                                     |              | <b>1,324</b> | <b>50</b>    | <b>35</b> | <b>85</b>  | <b>49</b>    | <b>48</b> | <b>97</b>  |
| Restaurant [c]  | 4,354 sf     | 554          | 26           | 21        | 47         | 26           | 17        | 43         |
| Less 50% Internal Capture [d]                               |              | (277)        | (13)         | (11)      | (24)       | (13)         | (9)       | (22)       |
| Less 25% Transit/Walk Adjustment [b]                        |              | (69)         | (3)          | (3)       | (6)        | (3)          | (2)       | (5)        |
| <b>Subtotal - Restaurant</b>                                |              | <b>208</b>   | <b>10</b>    | <b>7</b>  | <b>17</b>  | <b>10</b>    | <b>6</b>  | <b>16</b>  |
| <b>Total - Approved Traffic Study Project</b>               |              | <b>1,532</b> | <b>60</b>    | <b>42</b> | <b>102</b> | <b>59</b>    | <b>54</b> | <b>113</b> |
| <b><u>Existing Use to be Removed</u></b>                    |              |              |              |           |            |              |           |            |
| Restaurant [e]  | 6,393 sf     | 575          | 3            | 2         | 5          | 32           | 16        | 48         |
| Less 25% Transit/Walk Adjustment [b]                        |              | (144)        | (1)          | (1)       | (2)        | (8)          | (4)       | (12)       |
| <b>Subtotal - Restaurant</b>                                |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Existing Use to be Removed</b>                   |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Net New Approved Traffic Study Project Trips</b> |              | <b>1,101</b> | <b>58</b>    | <b>41</b> | <b>99</b>  | <b>35</b>    | <b>42</b> | <b>77</b>  |

**Notes**

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.

**TABLE 3  
TRIP GENERATION ESTIMATES WITH TDM REDUCTION PROGRAM - APPROVED TRAFFIC STUDY**

| Land Use   | Size      | Daily        | AM Peak Hour |            |            | PM Peak Hour |             |             |
|--|-----------|--------------|--------------|------------|------------|--------------|-------------|-------------|
|  |           |              | In           | Out        | Total      | In           | Out         | Total       |
| <b><u>Approved Traffic Study Project</u></b> [a]                     |           |              |              |            |            |              |             |             |
| Hotel  | 216 rooms | 1,324        | 50           | 35         | 85         | 49           | 48          | 97          |
| Restaurant [b]   | 4,354 sf  | 208          | 10           | 7          | 17         | 10           | 6           | 16          |
| <b>Total - Approved Traffic Study Project</b>                        |           | <b>1,532</b> | <b>60</b>    | <b>42</b>  | <b>102</b> | <b>59</b>    | <b>54</b>   | <b>113</b>  |
| <b><u>TDM Program</u></b>  |           |              |              |            |            |              |             |             |
| Hotel - TDM Program Reduction - 5%                                   | 216 rooms | (66)         | (3)          | (2)        | (5)        | (2)          | (2)         | (4)         |
| Restaurant - TDM Program Reduction - 5%                              | 4,354 sf  | (10)         | (1)          | 0          | (1)        | (1)          | 0           | (1)         |
| <b>Total - TDM Reduction</b>   |           | <b>(76)</b>  | <b>(4)</b>   | <b>(2)</b> | <b>(6)</b> | <b>(3)</b>   | <b>(2)</b>  | <b>(5)</b>  |
| <b>Total - Existing Use to be Removed</b> [a]                        |           | <b>(431)</b> | <b>(2)</b>   | <b>(1)</b> | <b>(3)</b> | <b>(24)</b>  | <b>(12)</b> | <b>(36)</b> |
| <b>Total - Net New Approved Traffic Study Project Trips with TDM</b> |           | <b>1,025</b> | <b>54</b>    | <b>39</b>  | <b>93</b>  | <b>32</b>    | <b>40</b>   | <b>72</b>   |

Notes

[a] See Table 2.

[b] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant and lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis.

**TABLE 4  
TRIP GENERATION ESTIMATES - REVISED PROJECT**

| Land Use  | Size         | Daily        | AM Peak Hour |           |            | PM Peak Hour |           |            |
|---|--------------|--------------|--------------|-----------|------------|--------------|-----------|------------|
|   |              |              | In           | Out       | Total      | In           | Out       | Total      |
| <b>Trip Generation Rates [a]</b>                                |              |              |              |           |            |              |           |            |
| Hotel (ITE 310)   | per room     | 8.17         | 59%          | 41%       | 0.53       | 51%          | 49%       | 0.60       |
| Quality Restaurant (ITE 931)                                    | per 1,000 sf | 89.95        | N/A          | N/A       | 0.81       | 67%          | 33%       | 7.49       |
| High-Turnover Restaurant (ITE 932)                              | per 1,000 sf | 127.15       | 55%          | 45%       | 10.81      | 60%          | 40%       | 9.85       |
| <b>Revised Project</b>  |              |              |              |           |            |              |           |            |
| Hotel   | 240 rooms    | 1,961        | 75           | 52        | 127        | 73           | 71        | 144        |
| <i>Less 25% Transit/Walk Adjustment [b]</i>                     |              | (490)        | (19)         | (13)      | (32)       | (18)         | (18)      | (36)       |
| <b>Subtotal - Hotel</b>   |              | <b>1,471</b> | <b>56</b>    | <b>39</b> | <b>95</b>  | <b>55</b>    | <b>53</b> | <b>108</b> |
| Restaurant [c]  | 5,373 sf     | 683          | 32           | 26        | 58         | 32           | 21        | 53         |
| <i>Less 50% Internal Capture [d]</i>                            |              | (342)        | (16)         | (13)      | (29)       | (16)         | (11)      | (27)       |
| <i>Less 25% Transit/Walk Adjustment [b]</i>                     |              | (85)         | (4)          | (3)       | (7)        | (4)          | (3)       | (7)        |
| <b>Subtotal - Restaurant</b>                                    |              | <b>256</b>   | <b>12</b>    | <b>10</b> | <b>22</b>  | <b>12</b>    | <b>7</b>  | <b>19</b>  |
| <b>Total - Revised Project</b>                                  |              | <b>1,727</b> | <b>68</b>    | <b>49</b> | <b>117</b> | <b>67</b>    | <b>60</b> | <b>127</b> |
| <b>Existing Use to be Removed</b>                               |              |              |              |           |            |              |           |            |
| Restaurant [e]  | 6,393 sf     | 575          | 3            | 2         | 5          | 32           | 16        | 48         |
| <i>Less 25% Transit/Walk Adjustment [b]</i>                     |              | (144)        | (1)          | (1)       | (2)        | (8)          | (4)       | (12)       |
| <b>Subtotal - Restaurant</b>                                    |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Existing Use to be Removed</b>                       |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Net New Revised Project Trips</b>                    |              | <b>1,296</b> | <b>66</b>    | <b>48</b> | <b>114</b> | <b>43</b>    | <b>48</b> | <b>91</b>  |
| <b>Total - Net New Approved Traffic Study Project Trips [f]</b> |              | <b>1,101</b> | <b>58</b>    | <b>41</b> | <b>99</b>  | <b>35</b>    | <b>42</b> | <b>77</b>  |
| <b>Difference [g]</b>   |              | <b>195</b>   | <b>8</b>     | <b>7</b>  | <b>15</b>  | <b>8</b>     | <b>6</b>  | <b>14</b>  |

**Notes**

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.

[f] See Table 2.

[g] Difference = Net New Revised Project Trips - Net New Approved Traffic Study Project Trips

**TABLE 5  
TRIP GENERATION ESTIMATES WITH TDM REDUCTION PROGRAM - REVISED PROJECT**

| Land Use  | Size      | Daily        | AM Peak Hour |            |            | PM Peak Hour |             |             |
|---|-----------|--------------|--------------|------------|------------|--------------|-------------|-------------|
|   |           |              | In           | Out        | Total      | In           | Out         | Total       |
| <b>Revised Project [a]</b>                            |           |              |              |            |            |              |             |             |
| Hotel   | 240 rooms | 1,471        | 56           | 39         | 95         | 55           | 53          | 108         |
| Restaurant [b]  | 5,373 sf  | 256          | 12           | 10         | 22         | 12           | 7           | 19          |
| <b>Total - Revised Project</b>                        |           | <b>1,727</b> | <b>68</b>    | <b>49</b>  | <b>117</b> | <b>67</b>    | <b>60</b>   | <b>127</b>  |
| <b>TDM Program</b>                                    |           |              |              |            |            |              |             |             |
| Hotel - TDM Program Reduction - 5%                    | 240 rooms | (74)         | (3)          | (2)        | (5)        | (3)          | (3)         | (6)         |
| Restaurant - TDM Program Reduction - 5%               | 5,373 sf  | (13)         | (1)          | (1)        | (2)        | (1)          | 0           | (1)         |
| <b>Total - TDM Reduction</b>                          |           | <b>(87)</b>  | <b>(4)</b>   | <b>(3)</b> | <b>(7)</b> | <b>(4)</b>   | <b>(3)</b>  | <b>(7)</b>  |
| <b>Total - Existing Use to be Removed [a]</b>         |           | <b>(431)</b> | <b>(2)</b>   | <b>(1)</b> | <b>(3)</b> | <b>(24)</b>  | <b>(12)</b> | <b>(36)</b> |
| <b>Total - Net New Revised Project Trips with TDM</b> |           | <b>1,209</b> | <b>62</b>    | <b>45</b>  | <b>107</b> | <b>39</b>    | <b>45</b>   | <b>84</b>   |

Notes

[a] See Table 4.

[b] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant and lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis.

**TABLE 6  
REVISED RELATED PROJECTS**

| No. | Project                                       | Address                    | Use   | Trip Generation [a] |              |          |       |              |          |       |
|-----|---|----------------------------|---|---------------------|--------------|----------|-------|--------------|----------|-------|
|     |   |                            |   | Daily               | AM Peak Hour |          |       | PM Peak Hour |          |       |
|     |   |                            |   |                     | Inbound      | Outbound | Total | Inbound      | Outbound | Total |
| 1.  | Millennium Hollywood Mixed-Use Project        | 1740 N Vine St             | 492 apartment units, 200 hotel rooms, 100,000 sf office, 35,000 sf fitness club, 15,000 sf retail and 34,000 sf restaurant                                      | 9,922               | 321          | 253      | 574   | 486          | 438      | 924   |
| 2.  | Pantages Theater Office                       | 6225 W Hollywood Blvd      | 210,000 sf office   | 1,918               | 243          | 33       | 276   | 43           | 411      | 254   |
| 3.  | Yucca Street Condos                           | 6230 W Yucca St            | 114 apartment units and 2,697 sf commercial   | 473                 | 5            | 27       | 32    | 26           | 12       | 38    |
| 4.  | BLVD 6200 Mixed-Use                           | 6200 W Hollywood Blvd      | 28 JLLWQ Units, 1,014 apartment units and 175,000 sf retail (Phase 1 Complete)  | 2,816               | 41           | 103      | 143   | 133          | 109      | 242   |
| 5.  | Mixed-Use                                     | 6220 W Yucca St            | 210 hotel rooms, 136 apartment units and 6,980 sf restaurant  | 2,647               | 88           | 110      | 198   | 129          | 85       | 214   |
| 6.  | Argyle Hotel Project                          | 1800 N Argyle Ave          | 225 hotel rooms   | 1,360               | 22           | 37       | 59    | 60           | 18       | 78    |
| 7.  | Selma & Vine Office Project                   | 1601 N Vine St             | 100,386 sf office and 2,012 sf commercial   | 1,239               | 155          | 27       | 182   | 39           | 145      | 184   |
| 8.  | Hotel & Restaurant Project                    | 6381 W Hollywood Blvd      | 80 hotel rooms and 15,290 sf restaurant   | 1,020               | (19)         | 11       | (8)   | 62           | 4        | 66    |
| 9.  | 6140 Hollywood                                | 6140 Hollywood Blvd        | 102 hotel rooms, 27 condominium units and 11,460 sf restaurant  | 1,782               | 76           | 62       | 138   | 78           | 58       | 136   |
| 10. | Hollywood Gower Mixed-Use                     | 6100 W Hollywood Blvd      | 220 apartment units and 3,270 sf restaurant   | 1,439               | 24           | 76       | 100   | 86           | 46       | 132   |
| 11. | Moderia Argyle                                | 1546 N Argyle Ave          | 276 apartment units, 9,000 sf retail and 15,000 sf restaurant   | 2,013               | 43           | 127      | 170   | 128          | 51       | 179   |
| 12. | [b] Sunset & Vine Mixed-Use                   | 1538 N Vine St             | 306 apartment units and 68,000 sf retail  | 3,049               | 57           | 78       | 136   | 158          | 136      | 294   |
| 13. | Hollywood & Wilcox                            | 6430-6440 W Hollywood Blvd | 260 apartment units, 3,580 sf office, 11,020 sf retail and 3,200 sf restaurant  | 1,625               | 23           | 98       | 121   | 99           | 44       | 143   |
| 14. | Selma Hotel                                   | 6417 W Selma Ave           | 180 hotel rooms and 12,840 sf restaurant  | 1,849               | 6            | 4        | 10    | 61           | 59       | 120   |
| 15. | Palladium Residences                          | 6201 W Sunset Blvd         | 731 apartment units (37 affordable) and 24,000 sf of retail and restaurant uses   | 4,913               | 128          | 228      | 356   | 234          | 169      | 403   |
| 16. | [b] TAO Restaurant                            | 6421 W Selma Ave           | Replace auto body shop with 17,607 sf quality restaurant  | 1,688               | 8            | 7        | 15    | 94           | 46       | 140   |
| 17. | Selma - Wilcox Hotel                          | 6421 W Selma Ave           | 114 hotel rooms and 1,993 sf restaurant   | 1,227               | 43           | 27       | 70    | 56           | 44       | 100   |
| 18. | Wilcox Hotel                                  | 1717 N Wilcox Ave          | 133 hotel rooms and 3,580 sf retail   | 1,244               | 54           | 35       | 89    | 49           | 43       | 92    |
| 19. | 1723 N Wilcox Residential                     | 1723 N Wilcox Ave          | 68 apartment units and 3,700 sf retail  | 537                 | 16           | 28       | 44    | 29           | 18       | 47    |
| 20. | Hudson Building                               | 6523 W Hollywood Blvd      | 10,402 sf restaurant, 4,074 sf of office, and 890 sf of storage   | 547                 | (16)         | (11)     | (27)  | 32           | 4        | 36    |
| 21. | [b] Columbia Square Mixed-Use                 | 6121 W Sunset Blvd         | 200 apartment units, 422,610 sf office, 41,300 sf retail/restaurant and 125 hotel rooms   | 6,327               | 477          | 211      | 688   | 254          | 428      | 682   |
| 22. | Cahuenga Boulevard Hotel                      | 1525 N Cahuenga Blvd       | 64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant  | 469                 | 13           | 9        | 22    | 17           | 17       | 34    |
| 23. | Ivar Gardens Hotel                            | 6409 W Sunset Blvd         | 275 hotel rooms and 1,900 sf retail   | 1,285               | 51           | 26       | 77    | 53           | 60       | 113   |
| 24. | 6250 Sunset (Nickelodeon)                     | 6250 W Sunset Blvd         | 200 apartment units and 4,700 sf retail   | 1,473               | 52           | 80       | 132   | 71           | 50       | 121   |
| 25. | [b] Hotel                                     | 6500 Selma Ave             | 70 hotel rooms and 4,320 sf restaurant  | 1,121               | 48           | 36       | 84    | 47           | 38       | 85    |
| 26. | Selma Hotel                                   | 6516 W Selma Ave           | 212 hotel rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space   | 2,241               | 71           | 50       | 121   | 105          | 84       | 189   |
| 27. | 6400 Sunset Mixed-Use                         | 6400 Sunset Blvd           | 232 apartment units and 7,000 sf restaurant   | 11                  | 14           | 77       | 91    | 57           | (6)      | 51    |
| 28. | 6200 W Sunset Boulevard                       | 6200 W Sunset Blvd         | 270 apartment units, 1,750 sf quality restaurant, 2,300 sf pharmacy and 8,070 sf retail   | 1,778               | 26           | 97       | 123   | 100          | 35       | 135   |
| 29. | Sunset + Wilcox                               | 1541 N Wilcox Ave          | 200 hotel rooms and 9,000 sf restaurant   | 3,359               | 103          | 80       | 183   | 147          | 114      | 261   |
| 30. | 1600 Schrader                                 | 1600 Schrader Blvd         | 168 hotel rooms and 5,979 sf restaurant   | 1,666               | 58           | 40       | 98    | 80           | 63       | 143   |
| 31. | Hotel   | 1921 Wilcox Ave            | 122 hotel rooms and 4,225 sf restaurant   | 1,233               | 34           | 26       | 60    | 51           | 40       | 91    |
| 32. | 1719 Whitley Hotel                            | 1719 N Whitley Ave         | 156 hotel rooms   | 1,275               | 49           | 34       | 83    | 48           | 46       | 94    |
| 33. | Onni Group Mixed-Use Development              | 1360 N Vine St             | 429 condominium units, 55,000 sf grocery, 5,000 sf retail and 8,988 sf of restaurant  | 3,768               | 57           | 157      | 214   | 202          | 140      | 342   |
| 34. | Godfrey Hotel                                 | 1400 N Cahuenga Blvd       | 221 hotel rooms and 3,000 sf restaurant   | 1,866               | 63           | 53       | 116   | 72           | 58       | 130   |
| 35. | 1717 Bronson Avenue                           | 1717 N Bronson Ave         | 89 apartment units  | 436                 | 6            | 27       | 33    | 26           | 14       | 40    |
| 36. | Academy Square                                | 1341 Vine St               | 285,719 sf office, 200 apartment units and 16,135 sf restaurant   | 6,218               | 330          | 164      | 494   | 152          | 220      | 372   |
| 37. | Mixed-Use                                     | 5939 W Sunset Blvd         | 299 apartment units, 38,440 sf office and 5,064 sf of restaurant and 3,739 sf retail  | 3,731               | 152          | 191      | 343   | 182          | 152      | 334   |
| 38. | [b] Emerson College Project (Student Housing) | 1460 N Gordon St           | 224 student housing units, 16 faculty/staff housing units and 6,400 sf retail   | 730                 | 22           | 88       | 110   | 45           | 28       | 73    |
| 39. | [b] Selma Community Housing                   | 1603 N Cherokee Ave        | 66 affordable apartment units   | 439                 | 7            | 27       | 34    | 26           | 15       | 41    |
| 40. | Las Palmas Residential (Hollywood Cherokee)   | 1718 N Las Palmas Ave      | 224 residential units and 985 sf retail   | 1,333               | 21           | 84       | 105   | 81           | 43       | 124   |
| 41. | Mixed-Use                                     | 5901 Sunset Blvd           | 274,000 sf office and 26,000 sf supermarket   | 3,839               | 350          | 61       | 411   | 122          | 339      | 461   |
| 42. | Montecito Senior Housing                      | 6650 W Franklin Ave        | 68 senior apartment units   | 234                 | 5            | 9        | 14    | 9            | 8        | 17    |
| 43. | 6630 W Sunset Boulevard                       | 6630 W Sunset Blvd         | 40 apartment units  | 266                 | 4            | 16       | 20    | 16           | 9        | 25    |
| 44. | Hollywood Freeway (US 101)                    | Hollywood Freeway (US 101) | 14.35-acre park, 500-seat amphitheater, 5-room inn, 30,000 sf community center, 15,000 sf banquet space, 29,000 sf commercial and 15 low income apartment units | 2,298               | 104          | 69       | 173   | 115          | 89       | 204   |
| 45. | Mixed-Use                                     | 1310 N Cole Ave            | 369 apartment units and 2,570 sf office   | 2,226               | 20           | 139      | 159   | 139          | 58       | 197   |
| 46. | Apartments                                    | 1749 Las Palmas Ave        | 70 apartment units and 3,117 sf retail  | 147                 | 2            | 9        | 11    | 9            | 5        | 14    |
| 47. | Apartments                                    | 1601 N Las Palmas Ave      | 86 apartment units  | 157                 | 4            | 28       | 32    | 20           | 8        | 28    |
| 48. | Apartment Project                             | 1824 N Highland Ave        | 118 apartment units   | 667                 | 10           | 41       | 51    | 40           | 22       | 62    |
| 49. | 5750 Hollywood                                | 5750 Hollywood Blvd        | 161 apartment units and 4,747 sf commercial   | 1,180               | 22           | 66       | 88    | 68           | 38       | 106   |
| 50. | Sunset Bronson Studios                        | 5800 W Sunset Blvd         | 404,799 sf office   | 2,690               | 356          | 48       | 404   | 64           | 314      | 378   |

**Notes**

- [a] Source: Related project information based on available information on March 6, 2018 provided by LADOT, Department of City Planning, and recent studies in the area.
- [b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time of the NOP or when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.
- [c] Related projects include developments within a 2-mile radius of the Project Site and large-scale developments along the periphery.

TABLE 6 (CONTINUED)  
RELATED PROJECTS

| No.  | Project                               | Address                       | Use  | Trip Generation [a] |              |          |       |              |          |       |
|------|---------------------------------------|-------------------------------|--|---------------------|--------------|----------|-------|--------------|----------|-------|
|      |                                       |                               |  | Daily               | AM Peak Hour |          |       | PM Peak Hour |          |       |
|      |                                       |                               |  |                     | Inbound      | Outbound | Total | Inbound      | Outbound | Total |
| 51.  | Mixed-Use                             | 1600-1610 N Highland Ave      | 248 apartment units and 12,785 sf retail   | 1,805               | 22           | 90       | 112   | 96           | 54       | 150   |
| 52.  | Hollywood Production Center           | 1149 N Gower St               | 57 apartment units   | 735                 | 6            | 23       | 29    | 23           | 12       | 35    |
| 53.  | Hotel                                 | 1133 N Vine St                | 112 hotel rooms and 661 sf café  | 457                 | 19           | 13       | 32    | 18           | 15       | 33    |
| 54.  | Hollywood Crossroads                  | 1540-1552 Highland Ave        | 950 residential units, 308 hotel rooms, 95,000 sf office and 185,000 sf commercial retail uses   | 14,833              | 381          | 498      | 879   | 733          | 548      | 1,281 |
| 55.  | Apartments                            | 1411 N Highland Ave           | 76 apartment units and 2,500 sf commercial   | 823                 | 23           | 43       | 66    | 45           | 26       | 71    |
| 56.  | 5600 W Hollywood Boulevard            | 5600 W Hollywood Blvd         | 33 apartment units and 1,289 sf commercial   | 604                 | 22           | 16       | 38    | 22           | 22       | 44    |
| 57.  | Mixed-Use (High Line West)            | 5550 W Hollywood Blvd         | 280 apartment units and 12,030 sf retail   | 1,267               | (3)          | 43       | 40    | 47           | 17       | 64    |
| 58.  | John Anson Ford Theater               | 2580 Cahuenga Blvd East       | 311 net new theater seats, 5,400 sf restaurant and 30 office employees   | 610                 | 34           | 1        | 35    | 18           | 43       | 61    |
| 59.  | Hollywood De Longpre Apartments       | 5632 De Longpre Ave           | 185 apartment units  | 800                 | -31          | 25       | -6    | 50           | 19       | 69    |
| 60.  | Television Center (TVC Expansion)     | 6300 W Romaine St             | 114,725 sf office, 40,927 sf gym and 38,072 sf dance studio  | 1,596               | 199          | 27       | 226   | 20           | 17       | 37    |
| 61.  | Mixed-Use                             | 1233 N Highland Ave           | 72 apartment units and 12,160 sf commercial  | 714                 | 11           | 27       | 38    | 38           | 28       | 66    |
| 62.  | The Lexington Mixed-Use               | 6677 W Santa Monica Blvd      | 695 apartment units and 24,900 sf commercial   | 1,938               | 127          | 182      | 309   | 170          | 122      | 292   |
| 63.  | McCadden Campus (LGBT)                | 1118 N McCadden Pl            | 45 youth/senior housing units, 50,325 sf social service support facility, 17,040 sf office, 1,885 sf commercial retail or restaurant and 100-bed temporary housing | 1,346               | 49           | 31       | 80    | 53           | 56       | 109   |
| 64.  | SunWest Project (Mixed-Use)           | 5525 W Sunset Blvd            | 293 apartment units and 33,980 sf commercial   | 3,411               | 80           | 124      | 204   | 203          | 142      | 345   |
| 65.  | Mixed-Use                             | 1657 N Western Ave            | 91 apartment units and 15,300 sf retail  | 702                 | 10           | 29       | 39    | 37           | 25       | 62    |
| 66.  | [b] Lanewood Apartments               | 7045 W Lanewood Ave           | 43 apartment units   | 289                 | 4            | 18       | 22    | 18           | 9        | 27    |
| 67.  | Hollywood Center Studios Office       | 6601 W Romaine St             | 106,125 sf office  | 808                 | 88           | 4        | 92    | 12           | 39       | 51    |
| 68.  | Seward Street Office Project          | 956 N Seward St               | 126,980 sf office  | 1,240               | 165          | 21       | 186   | 29           | 151      | 180   |
| 69.  | Target Retail Shopping Center Project | 5520 W Sunset Blvd            | 163,862 sf discount store and 30,887 sf shopping center  | 4,903               | 52           | 21       | 73    | 211          | 211      | 422   |
| 70.  | Mixed-Use                             | 1868 N Western Ave            | 96 apartment units and 5,546 sf retail   | 363                 | (5)          | 18       | 13    | 20           | 7        | 27    |
| 71.  | Mixed-Use                             | 901 N Vine St                 | 70 apartment units and 3,000 sf commercial   | (32)                | 4            | 26       | 30    | (5)          | 1        | (4)   |
| 72.  | Hollywood 959                         | 959 N Seward St               | 241,568 sf office  | 2,337               | 297          | 39       | 336   | 58           | 252      | 310   |
| 73.  | Sunset & Western                      | 5420 W Sunset Blvd            | 735 apartments and 95,820 sf commercial  | 1,538               | (12)         | 190      | 178   | 119          | 18       | 137   |
| 74.  | Mixed-Use                             | 1350 N Western Ave            | 200 apartment units, 4 guest rooms and 5,500 sf retail/restaurant  | 1,439               | 24           | 76       | 100   | 86           | 46       | 132   |
| 75.  | Paseo Plaza Mixed-Use                 | 5651 W Santa Monica Blvd      | 375 condominium units and 377,900 sf retail  | 6,831               | 50           | 200      | 250   | 419          | 225      | 644   |
| 76.  | Mixed-Use                             | 7107 Hollywood Blvd           | 410 apartment units, 5,000 sf restaurant and 5,000 sf retail   | 2,637               | 49           | 157      | 206   | 167          | 86       | 253   |
| 77.  | Apartments                            | 5460 W Fountain Ave           | 75 apartment units   | 499                 | 8            | 30       | 38    | 31           | 16       | 47    |
| 78.  | 1276 N Western Ave                    | 1276 N Western Ave            | 75 apartment units   | 424                 | 7            | 26       | 33    | 23           | 17       | 40    |
| 79.  | Archstone Hollywood Mixed-Use Project | 6901-6911 W Santa Monica Blvd | 231 apartment units, 5,000 sf high-turnover restaurant and 10,000 sf retail  | 2,272               | 1            | 111      | 112   | 133          | 54       | 187   |
| 80.  | [b] Tutoring Center                   | 927 N Highland Ave            | 100 school students and 18 tutoring employees  | 155                 | 4            | -1       | 3     | 23           | 17       | 40    |
| 81.  | The Chaplin Hotel Project             | 7219 W Sunset Blvd            | 93 hotel rooms and 2,800 sf restaurant   | 761                 | 27           | 18       | 45    | 27           | 29       | 56    |
| 82.  | 1001 N Orange Drive                   | 1001 N Orange Dr              | 53,537 sf office   | 817                 | 102          | 14       | 116   | 24           | 115      | 138   |
| 83.  | Residential                           | 712 N Wilcox Ave              | 103 apartment units  | 550                 | 8            | 34       | 42    | 33           | 18       | 51    |
| 84.  | Condos & Retail                       | 5663 Melrose Ave              | 96 condominium units and 3,350 sf retail   | 797                 | 8            | 37       | 45    | 96           | 54       | 63    |
| 85.  | 2014 Residential                      | 707 N Cole Ave                | 84 apartment units   | 398                 | 6            | 25       | 31    | 24           | 12       | 36    |
| 86.  | Paramount Pictures                    | 5555 W Melrose Ave            | 635,500 sf of production office, 638,100 sf of office, 89,200 sf of retail, 21,000 sf of stage and 1,900 sf of support uses  | 9,830               | 712          | 213      | 925   | 297          | 736      | 1,033 |
| 87.  | [b] Temple Israel of Hollywood        | 7300 W Hollywood Blvd         | Temple renovation  | 218                 | N/A          | N/A      | 68    | 8            | 10       | 18    |
| 88.  | Melrose & Beachwood                   | 5570 W Melrose Ave            | 52 apartment units and 5,500 sf commercial   | 430                 | (1)          | 20       | 19    | 21           | 10       | 31    |
| 89.  | Mixed-Use Office/Retail               | 936 N La Brea Ave             | 88,750 sf office and 12,000 sf retail  | 911                 | 24           | 5        | 29    | 14           | 37       | 38    |
| 90.  | [b] Faith Plating                     | 7143 Santa Monica Blvd        | 145 residential units and 7,858 sf retail/restaurant   | 1,630               | 24           | 72       | 96    | 88           | 52       | 140   |
| 91.  | 904 La Brea Avenue                    | 904 La Brea Ave               | 169 apartment units and 37,057 sf retail   | 2,072               | 25           | 68       | 93    | 106          | 80       | 186   |
| 92.  | 925 La Brea Avenue                    | 925 La Brea Ave               | 16,360 sf retail and 45,432 sf office  | 810                 | 66           | 11       | 77    | 24           | 71       | 95    |
| 93.  | La Brea Gateway                       | 915 N La Brea Ave             | 33,500 sf supermarket and 179 apartment units  | 2,615               | 5            | 86       | 91    | 158          | 90       | 248   |
| 94.  | 7445 Sunset Grocery                   | 7445 W Sunset Blvd            | 32,416 sf specialty grocery store  | 3,314               | 68           | 42       | 110   | 157          | 150      | 307   |
| 95.  | Mixed-Use                             | 5245 W Santa Monica Blvd      | 49 apartment units and 32,272 sf retail  | 857                 | 3            | 29       | 32    | 45           | 28       | 73    |
| 96.  | 747 N Western Avenue                  | 747 N Western Ave             | 44 apartment units and 7,700 sf retail   | 622                 | 8            | 21       | 29    | 32           | 24       | 56    |
| 97.  | [b] Movietown                         | 7302 W Santa Monica Blvd      | 371 apartment units, 7,800 sf office, 5,000 sf restaurant and 19,500 sf commercial   | 1,617               | 41           | 122      | 163   | 155          | 94       | 249   |
| 98.  | Sunset Mixed-Use                      | 7500-7510 W Sunset Blvd       | 213 apartment units, 10,000 sf restaurant and 20,000 sf retail   | 1,239               | 63           | 125      | 188   | 117          | 61       | 178   |
| 99.  | Mixed-Use                             | 6915 Melrose Ave              | 13 condominium units and 6,250 sf retail   | 398                 | 2            | 12       | 14    | 96           | 54       | 150   |
| 100. | Apartments                            | 525 N Wilton Pl               | 88 apartment units   | 449                 | 6            | 28       | 34    | 27           | 14       | 41    |

Notes

- [a] Source: Related project information based on available information on March 6, 2018 provided by LADOT, Department of City Planning, and recent studies in the area.
- [b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time of the NOP or when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.
- [c] Related projects include developments within a 2-mile radius of the Project Site and large-scale developments along the periphery.



**TABLE 6 (CONTINUED)  
RELATED PROJECTS**

| No.                             | Project  | Address   | Use   | Trip Generation [a] |              |          |       |              |          |       |
|---------------------------------|--|---|---|---------------------|--------------|----------|-------|--------------|----------|-------|
|                                 |  |   |   | Daily               | AM Peak Hour |          |       | PM Peak Hour |          |       |
|                                 |  |   |   |                     | Inbound      | Outbound | Total | Inbound      | Outbound | Total |
| 101.                            | Melrose Crossing Mixed-Use   | 7000 Melrose Ave  | 40 apartment units and 6,634 sf retail  | 334                 | 4            | 17       | 21    | 20           | 12       | 32    |
| 102.                            | Mixed-Use  | 4914 W Melrose Ave  | 45 live/work units and 3,760 sf retail  | 460                 | 7            | 20       | 27    | 25           | 17       | 42    |
| 103.                            | Hardware Store   | 4905 W Hollywood Blvd   | 36,600 sf retail  | 1,404               | 13           | 12       | 25    | 64           | 68       | 132   |
| 104.                            | 4900 Hollywood Mixed-Use   | 4900 W Hollywood Blvd   | 150 apartment units and 13,813 sf retail  | 1,585               | 24           | 75       | 99    | 89           | 56       | 145   |
| 105.                            | Select @ Los Feliz (Mixed-Use)   | 4850 W Hollywood Blvd   | 101 apartment units and 10,000 sf restaurant  | 1,108               | 41           | 68       | 109   | 61           | 32       | 93    |
| 106.                            | [c] NBC Universal Evolution Plan   | 100 Universal City Plaza  | 307,949 sf studio, 647, 320 sf studio offices, 495,406 sf office, 337,895 sf entertainment, 39,216 sf entertainment retail and 900,000 sf hotel | 19,139              | 1,271        | 489      | 1,760 | 307          | 1,391    | 1,698 |
| <b>OTHER AREA-WIDE PROJECTS</b> |  |   |   |                     |              |          |       |              |          |       |
| Project                         | Description  | Extents   |   |                     |              |          |       |              |          |       |
| Hollywood Community Plan Update | The Hollywood Community Plan Update proposes updates to land use policies and the land use diagram. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low to medium scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate assumed in the Future analysis. | South of City of Burbank, City of Glendale, and SR 134; west of Interstate 5; north of Melrose Avenue; south of Mulholland Drive, City of West Hollywood, Beverly Hills, including land south of the City of West Hollywood and north of Rosewood Avenue between La Cienega Boulevard and La Brea Avenue. |   |                     |              |          |       |              |          |       |

**Notes**

- [a] Source: Related project information based on available information on March 6, 2018 provided by LADOT, Department of City Planning, and recent studies in the area.
- [b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time of the NOP or when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.
- [c] Related projects include developments within a 2-mile radius of the Project Site and large-scale developments along the periphery.

**TABLE 7  
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2016) - APPROVED TRAFFIC STUDY  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Existing Conditions |     | Existing with Project Conditions |     |               |                    | Existing with Project with Mitigation Conditions<br>[a] |     |               |                    |
|-----|---|-----------|---------------------|-----|----------------------------------|-----|---------------|--------------------|---|-----|---------------|--------------------|
|     |   |           | V/C                 | LOS | V/C                              | LOS | Change in V/C | Significant Impact | V/C   | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.314               | A   | 0.316                            | A   | 0.002         | NO                 | 0.316   | A   | 0.002         | NO                 |
|     |   | PM        | 0.369               | A   | 0.371                            | A   | 0.002         | NO                 | 0.371   | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.731               | C   | 0.735                            | C   | 0.004         | NO                 | 0.735   | C   | 0.004         | NO                 |
|     |   | PM        | 0.740               | C   | 0.742                            | C   | 0.002         | NO                 | 0.742   | C   | 0.002         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.629               | B   | 0.630                            | B   | 0.001         | NO                 | 0.630   | B   | 0.001         | NO                 |
|     |   | PM        | 0.684               | B   | 0.685                            | B   | 0.001         | NO                 | 0.623   | B   | -0.061        | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.639               | B   | 0.640                            | B   | 0.001         | NO                 | 0.640   | B   | 0.001         | NO                 |
|     |   | PM        | 0.619               | B   | 0.620                            | B   | 0.001         | NO                 | 0.620   | B   | 0.001         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.601               | B   | 0.601                            | B   | 0.000         | NO                 | 0.601   | B   | 0.000         | NO                 |
|     |   | PM        | 0.712               | C   | 0.713                            | C   | 0.001         | NO                 | 0.713   | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.483               | A   | 0.495                            | A   | 0.012         | NO                 | 0.495   | A   | 0.012         | NO                 |
|     |   | PM        | 0.450               | A   | 0.459                            | A   | 0.009         | NO                 | 0.458   | A   | 0.008         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.183               | A   | 0.193                            | A   | 0.010         | NO                 | 0.193   | A   | 0.010         | NO                 |
|     |   | PM        | 0.312               | A   | 0.322                            | A   | 0.010         | NO                 | 0.321   | A   | 0.009         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.801               | F * | 0.803                            | F * | 0.002         | NO                 | 0.803   | F * | 0.002         | NO                 |
|     |   | PM        | 0.525               | F * | 0.527                            | F * | 0.002         | NO                 | 0.527   | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.534               | A   | 0.537                            | A   | 0.003         | NO                 | 0.537   | A   | 0.003         | NO                 |
|     |   | PM        | 0.475               | A   | 0.477                            | A   | 0.002         | NO                 | 0.477   | A   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.741               | F * | 0.758                            | F * | 0.017         | YES                | 0.746   | F * | 0.005         | NO                 |
|     |   | PM        | 0.671               | F * | 0.676                            | F * | 0.005         | NO                 | 0.666   | F * | -0.005        | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.486               | A   | 0.488                            | A   | 0.002         | NO                 | 0.487   | A   | 0.001         | NO                 |
|     |   | PM        | 0.475               | A   | 0.475                            | A   | 0.000         | NO                 | 0.475   | A   | 0.000         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.628               | B   | 0.630                            | B   | 0.002         | NO                 | 0.630   | B   | 0.002         | NO                 |
|     |   | PM        | 0.558               | A   | 0.559                            | A   | 0.001         | NO                 | 0.559   | A   | 0.001         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.625               | B   | 0.627                            | B   | 0.002         | NO                 | 0.627   | B   | 0.002         | NO                 |
|     |   | PM        | 0.652               | B   | 0.653                            | B   | 0.001         | NO                 | 0.653   | B   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.588               | A   | 0.591                            | A   | 0.003         | NO                 | 0.590   | A   | 0.002         | NO                 |
|     |   | PM        | 0.447               | A   | 0.449                            | A   | 0.002         | NO                 | 0.449   | A   | 0.002         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.724               | C   | 0.725                            | C   | 0.001         | NO                 | 0.725   | C   | 0.001         | NO                 |
|     |   | PM        | 0.499               | A   | 0.501                            | A   | 0.002         | NO                 | 0.501   | A   | 0.002         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.555               | A   | 0.557                            | A   | 0.002         | NO                 | 0.557   | A   | 0.002         | NO                 |
|     |   | PM        | 0.538               | A   | 0.540                            | A   | 0.002         | NO                 | 0.540   | A   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.776               | F * | 0.778                            | F * | 0.002         | NO                 | 0.778   | F * | 0.002         | NO                 |
|     |   | PM        | 0.817               | F * | 0.820                            | F * | 0.003         | NO                 | 0.820   | F * | 0.003         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes a 5% trip reduction with the implementation of the TDM program and a 0.01 V/C ratio improvement at the intersection of Vine Street & Hollywood Boulevard with the implementation of TSM improvements.

**TABLE 8  
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2021) - APPROVED TRAFFIC STUDY  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |               |                    | Future with Project with Mitigation Conditions[a] |     |               |                    |
|-----|---|-----------|-----------------------------------|-----|--------------------------------|-----|---------------|--------------------|---|-----|---------------|--------------------|
|     |   |           | V/C                               | LOS | V/C                            | LOS | Change in V/C | Significant Impact | V/C   | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.359                             | A   | 0.361                          | A   | 0.002         | NO                 | 0.361   | A   | 0.002         | NO                 |
|     |   | PM        | 0.439                             | A   | 0.441                          | A   | 0.002         | NO                 | 0.441   | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.893                             | D   | 0.896                          | D   | 0.003         | NO                 | 0.896   | D   | 0.003         | NO                 |
|     |   | PM        | 0.933                             | E   | 0.936                          | E   | 0.003         | NO                 | 0.936   | E   | 0.003         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.696                             | B   | 0.697                          | B   | 0.001         | NO                 | 0.697   | B   | 0.001         | NO                 |
|     |   | PM        | 0.745                             | C   | 0.746                          | C   | 0.001         | NO                 | 0.746   | C   | 0.001         | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.687                             | B   | 0.688                          | B   | 0.001         | NO                 | 0.688   | B   | 0.001         | NO                 |
|     |   | PM        | 0.675                             | B   | 0.675                          | B   | 0.000         | NO                 | 0.675   | B   | 0.000         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.652                             | B   | 0.653                          | B   | 0.001         | NO                 | 0.653   | B   | 0.001         | NO                 |
|     |   | PM        | 0.775                             | C   | 0.776                          | C   | 0.001         | NO                 | 0.776   | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.587                             | A   | 0.599                          | A   | 0.012         | NO                 | 0.598   | A   | 0.011         | NO                 |
|     |   | PM        | 0.594                             | A   | 0.603                          | B   | 0.009         | NO                 | 0.602   | B   | 0.008         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.282                             | A   | 0.293                          | A   | 0.011         | NO                 | 0.292   | A   | 0.010         | NO                 |
|     |   | PM        | 0.459                             | A   | 0.469                          | A   | 0.010         | NO                 | 0.468   | A   | 0.009         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.971                             | F * | 0.974                          | F * | 0.003         | NO                 | 0.974   | F * | 0.003         | NO                 |
|     |   | PM        | 0.719                             | F * | 0.722                          | F * | 0.003         | NO                 | 0.721   | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.635                             | B   | 0.637                          | B   | 0.002         | NO                 | 0.637   | B   | 0.002         | NO                 |
|     |   | PM        | 0.600                             | A   | 0.602                          | B   | 0.002         | NO                 | 0.602   | B   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.894                             | F * | 0.910                          | F * | 0.016         | YES                | 0.899   | F * | 0.005         | NO                 |
|     |   | PM        | 0.883                             | F * | 0.895                          | F * | 0.012         | YES                | 0.884   | F * | 0.001         | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.629                             | B   | 0.631                          | B   | 0.002         | NO                 | 0.631   | B   | 0.002         | NO                 |
|     |   | PM        | 0.685                             | B   | 0.686                          | B   | 0.001         | NO                 | 0.686   | B   | 0.001         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.789                             | C   | 0.791                          | C   | 0.002         | NO                 | 0.790   | C   | 0.001         | NO                 |
|     |   | PM        | 0.779                             | C   | 0.781                          | C   | 0.002         | NO                 | 0.781   | C   | 0.002         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.705                             | C   | 0.707                          | C   | 0.002         | NO                 | 0.706   | C   | 0.001         | NO                 |
|     |   | PM        | 0.747                             | C   | 0.748                          | C   | 0.001         | NO                 | 0.748   | C   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.758                             | C   | 0.760                          | C   | 0.002         | NO                 | 0.760   | C   | 0.002         | NO                 |
|     |   | PM        | 0.639                             | B   | 0.640                          | B   | 0.001         | NO                 | 0.640   | B   | 0.001         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.887                             | D   | 0.888                          | D   | 0.001         | NO                 | 0.888   | D   | 0.001         | NO                 |
|     |   | PM        | 0.681                             | B   | 0.682                          | B   | 0.001         | NO                 | 0.682   | B   | 0.001         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.625                             | B   | 0.627                          | B   | 0.002         | NO                 | 0.627   | B   | 0.002         | NO                 |
|     |   | PM        | 0.614                             | B   | 0.616                          | B   | 0.002         | NO                 | 0.616   | B   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.931                             | F * | 0.933                          | F * | 0.002         | NO                 | 0.933   | F * | 0.002         | NO                 |
|     |   | PM        | 1.075                             | F * | 1.077                          | F * | 0.002         | NO                 | 1.077   | F * | 0.002         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes a 5% trip reduction with the implementation of the TDM program and a 0.01 V/C ratio improvement at the intersection of Vine Street & Hollywood Boulevard with the implementation of TSM improvements.

**TABLE 9  
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2016) - REVISED PROJECT  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Existing Conditions |     | Existing with Revised Project Conditions |     |               |                    | Existing with Revised Project with Mitigation Conditions [a] |     |               |                    |
|-----|---|-----------|---------------------|-----|--|-----|---------------|--------------------|--|-----|---------------|--------------------|
|     |   |           | V/C                 | LOS | V/C                                      | LOS | Change in V/C | Significant Impact | V/C  | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.314               | A   | 0.316                                    | A   | 0.002         | NO                 | 0.316  | A   | 0.002         | NO                 |
|     |   | PM        | 0.369               | A   | 0.371                                    | A   | 0.002         | NO                 | 0.371  | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.731               | C   | 0.735                                    | C   | 0.004         | NO                 | 0.735  | C   | 0.004         | NO                 |
|     |   | PM        | 0.740               | C   | 0.742                                    | C   | 0.002         | NO                 | 0.742  | C   | 0.002         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.629               | B   | 0.630                                    | B   | 0.001         | NO                 | 0.630  | B   | 0.001         | NO                 |
|     |   | PM        | 0.684               | B   | 0.685                                    | B   | 0.001         | NO                 | 0.623  | B   | -0.061        | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.639               | B   | 0.640                                    | B   | 0.001         | NO                 | 0.640  | B   | 0.001         | NO                 |
|     |   | PM        | 0.619               | B   | 0.620                                    | B   | 0.001         | NO                 | 0.620  | B   | 0.001         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.601               | B   | 0.601                                    | B   | 0.000         | NO                 | 0.601  | B   | 0.000         | NO                 |
|     |   | PM        | 0.712               | C   | 0.713                                    | C   | 0.001         | NO                 | 0.713  | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.483               | A   | 0.498                                    | A   | 0.015         | NO                 | 0.497  | A   | 0.014         | NO                 |
|     |   | PM        | 0.450               | A   | 0.461                                    | A   | 0.011         | NO                 | 0.460  | A   | 0.010         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.183               | A   | 0.195                                    | A   | 0.012         | NO                 | 0.194  | A   | 0.011         | NO                 |
|     |   | PM        | 0.312               | A   | 0.323                                    | A   | 0.011         | NO                 | 0.322  | A   | 0.010         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.801               | F * | 0.804                                    | F * | 0.003         | NO                 | 0.803  | F * | 0.002         | NO                 |
|     |   | PM        | 0.525               | F * | 0.527                                    | F * | 0.002         | NO                 | 0.527  | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.534               | A   | 0.537                                    | A   | 0.003         | NO                 | 0.537  | A   | 0.003         | NO                 |
|     |   | PM        | 0.475               | A   | 0.477                                    | A   | 0.002         | NO                 | 0.477  | A   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.741               | F * | 0.760                                    | F * | 0.019         | YES                | 0.748  | F * | 0.007         | NO                 |
|     |   | PM        | 0.671               | F * | 0.678                                    | F * | 0.007         | NO                 | 0.668  | F * | -0.003        | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.486               | A   | 0.488                                    | A   | 0.002         | NO                 | 0.488  | A   | 0.002         | NO                 |
|     |   | PM        | 0.475               | A   | 0.476                                    | A   | 0.001         | NO                 | 0.476  | A   | 0.001         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.628               | B   | 0.631                                    | B   | 0.003         | NO                 | 0.630  | B   | 0.002         | NO                 |
|     |   | PM        | 0.558               | A   | 0.559                                    | A   | 0.001         | NO                 | 0.559  | A   | 0.001         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.625               | B   | 0.628                                    | B   | 0.003         | NO                 | 0.627  | B   | 0.002         | NO                 |
|     |   | PM        | 0.652               | B   | 0.653                                    | B   | 0.001         | NO                 | 0.653  | B   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.588               | A   | 0.591                                    | A   | 0.003         | NO                 | 0.591  | A   | 0.003         | NO                 |
|     |   | PM        | 0.447               | A   | 0.449                                    | A   | 0.002         | NO                 | 0.449  | A   | 0.002         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.724               | C   | 0.725                                    | C   | 0.001         | NO                 | 0.725  | C   | 0.001         | NO                 |
|     |   | PM        | 0.499               | A   | 0.501                                    | A   | 0.002         | NO                 | 0.501  | A   | 0.002         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.555               | A   | 0.558                                    | A   | 0.003         | NO                 | 0.558  | A   | 0.003         | NO                 |
|     |   | PM        | 0.538               | A   | 0.541                                    | A   | 0.003         | NO                 | 0.541  | A   | 0.003         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.776               | F * | 0.779                                    | F * | 0.003         | NO                 | 0.779  | F * | 0.003         | NO                 |
|     |   | PM        | 0.817               | F * | 0.820                                    | F * | 0.003         | NO                 | 0.820  | F * | 0.003         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes a 5% trip reduction with the implementation of the TDM program and a 0.01 V/C ratio improvement at the intersection of Vine Street & Hollywood Boulevard with the implementation of TSM improvements.

**TABLE 10  
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022) - REVISED PROJECT  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Future without Project Conditions |     | Future with Revised Project Conditions |     |               |                    | Future with Revised Project with Mitigation Conditions [a] |     |               |                    |
|-----|---|-----------|-----------------------------------|-----|--|-----|---------------|--------------------|--|-----|---------------|--------------------|
|     |   |           | V/C                               | LOS | V/C                                    | LOS | Change in V/C | Significant Impact | V/C  | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.371                             | A   | 0.374                                  | A   | 0.003         | NO                 | 0.374  | A   | 0.003         | NO                 |
|     |   | PM        | 0.440                             | A   | 0.442                                  | A   | 0.002         | NO                 | 0.442  | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.895                             | D   | 0.899                                  | D   | 0.004         | NO                 | 0.899  | D   | 0.004         | NO                 |
|     |   | PM        | 0.941                             | E   | 0.944                                  | E   | 0.003         | NO                 | 0.944  | E   | 0.003         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.696                             | B   | 0.696                                  | B   | 0.000         | NO                 | 0.696  | B   | 0.000         | NO                 |
|     |   | PM        | 0.748                             | C   | 0.749                                  | C   | 0.001         | NO                 | 0.749  | C   | 0.001         | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.697                             | B   | 0.699                                  | B   | 0.002         | NO                 | 0.699  | B   | 0.002         | NO                 |
|     |   | PM        | 0.681                             | B   | 0.682                                  | B   | 0.001         | NO                 | 0.682  | B   | 0.001         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.662                             | B   | 0.663                                  | B   | 0.001         | NO                 | 0.663  | B   | 0.001         | NO                 |
|     |   | PM        | 0.785                             | C   | 0.785                                  | C   | 0.000         | NO                 | 0.785  | C   | 0.000         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.597                             | A   | 0.611                                  | B   | 0.014         | NO                 | 0.610  | B   | 0.013         | NO                 |
|     |   | PM        | 0.590                             | A   | 0.600                                  | A   | 0.010         | NO                 | 0.600  | A   | 0.010         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.275                             | A   | 0.287                                  | A   | 0.012         | NO                 | 0.286  | A   | 0.011         | NO                 |
|     |   | PM        | 0.440                             | A   | 0.451                                  | A   | 0.011         | NO                 | 0.450  | A   | 0.010         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.991                             | F * | 0.995                                  | F * | 0.004         | NO                 | 0.994  | F * | 0.003         | NO                 |
|     |   | PM        | 0.689                             | F * | 0.692                                  | F * | 0.003         | NO                 | 0.692  | F * | 0.003         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.627                             | B   | 0.631                                  | B   | 0.004         | NO                 | 0.630  | B   | 0.003         | NO                 |
|     |   | PM        | 0.590                             | A   | 0.593                                  | A   | 0.003         | NO                 | 0.593  | A   | 0.003         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.906                             | F * | 0.925                                  | F * | 0.019         | YES                | 0.913  | F * | 0.007         | NO                 |
|     |   | PM        | 0.887                             | F * | 0.902                                  | F * | 0.015         | YES                | 0.891  | F * | 0.004         | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.613                             | B   | 0.615                                  | B   | 0.002         | NO                 | 0.615  | B   | 0.002         | NO                 |
|     |   | PM        | 0.683                             | B   | 0.684                                  | B   | 0.001         | NO                 | 0.684  | B   | 0.001         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.776                             | C   | 0.779                                  | C   | 0.003         | NO                 | 0.778  | C   | 0.002         | NO                 |
|     |   | PM        | 0.768                             | C   | 0.770                                  | C   | 0.002         | NO                 | 0.770  | C   | 0.002         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.689                             | B   | 0.691                                  | B   | 0.002         | NO                 | 0.691  | B   | 0.002         | NO                 |
|     |   | PM        | 0.728                             | C   | 0.730                                  | C   | 0.002         | NO                 | 0.730  | C   | 0.002         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.753                             | C   | 0.755                                  | C   | 0.002         | NO                 | 0.755  | C   | 0.002         | NO                 |
|     |   | PM        | 0.654                             | B   | 0.654                                  | B   | 0.000         | NO                 | 0.654  | B   | 0.000         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.882                             | D   | 0.884                                  | D   | 0.002         | NO                 | 0.884  | D   | 0.002         | NO                 |
|     |   | PM        | 0.667                             | B   | 0.668                                  | B   | 0.001         | NO                 | 0.668  | B   | 0.001         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.649                             | B   | 0.653                                  | B   | 0.004         | NO                 | 0.653  | B   | 0.004         | NO                 |
|     |   | PM        | 0.639                             | B   | 0.641                                  | B   | 0.002         | NO                 | 0.641  | B   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 1.001                             | F * | 1.003                                  | F * | 0.002         | NO                 | 1.003  | F * | 0.002         | NO                 |
|     |   | PM        | 1.093                             | F * | 1.096                                  | F * | 0.003         | NO                 | 1.096  | F * | 0.003         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes a 5% trip reduction with the implementation of the TDM program and a 0.01 V/C ratio improvement at the intersection of Vine Street & Hollywood Boulevard with the implementation of TSM improvements.

**TABLE 11  
EXISTING WITH PROJECT CONDITIONS - REVISED PROJECT  
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE**

| No.        | Intersection                                      | Peak Hour | Existing Conditions |     | Existing with Project Conditions |     |
|------------|---|-----------|---------------------|-----|----------------------------------|-----|
|            |   |           | Delay               | LOS | Delay                            | LOS |
| 18.<br>[a] | Argyle Avenue &<br>US 101 SB On-Ramp              | AM        | 1.2                 | A   | 1.2                              | A   |
|            |   | PM        | 0.8                 | A   | 0.8                              | A   |
| 19.        | Gower Street &<br>US 101 NB Off-Ramp              | AM        | 6.2                 | A   | 6.6                              | A   |
|            |   | PM        | 2.1                 | A   | 2.2                              | A   |
| 20.        | Gower Street &<br>US 101 SB Off-Ramp/Yucca Street | AM        | 20.5                | C   | 21.0                             | C   |
|            |   | PM        | 12.5                | B   | 12.7                             | B   |
| 21.        | Gower Street &<br>Yucca Street                    | AM        | 0.7                 | A   | 0.7                              | A   |
|            |   | PM        | 2.4                 | A   | 2.4                              | A   |

Notes

[a] Intersection is uncontrolled.

**TABLE 12  
FUTURE WITH PROJECT CONDITIONS (YEAR 2022) - REVISED PROJECT  
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE**

| No.        | Intersection                                      | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |
|------------|---|-----------|-----------------------------------|-----|--------------------------------|-----|
|            |   |           | Delay                             | LOS | Delay                          | LOS |
| 18.<br>[a] | Argyle Avenue &<br>US 101 SB On-Ramp              | AM        | 1.2                               | A   | 1.2                            | A   |
|            |   | PM        | 0.9                               | A   | 0.9                            | A   |
| 19.        | Gower Street &<br>US 101 NB Off-Ramp              | AM        | 16.1                              | C   | 17.7                           | C   |
|            |   | PM        | 13.7                              | B   | 14.9                           | B   |
| 20.        | Gower Street &<br>US 101 SB Off-Ramp/Yucca Street | AM        | 48.6                              | E   | 49.9                           | E   |
|            |   | PM        | 28.4                              | D   | 28.9                           | D   |
| 21.        | Gower Street &<br>Yucca Street                    | AM        | 0.9                               | A   | 0.9                            | A   |
|            |   | PM        | 3.9                               | A   | 3.9                            | A   |

Notes

[a] Intersection is uncontrolled.

**TABLE 13  
 FREEWAY SEGMENT SCREENING PROCESS - REVISED PROJECT  
 EXISTING OPERATING CONDITIONS (YEAR 2016)**

| Freeway Segment   | Direction | Number of Lanes [a] | Capacity [b] | Volume [c] | V/C Ratio | Project Traffic | Percent of Capacity | Meets Screening Criteria? [d] |
|---|-----------|---------------------|--------------|------------|-----------|-----------------|---------------------|-------------------------------|
| <b>AM Peak Hour</b>   |           |                     |              |            |           |                 |                     |                               |
| US 101 between Cahuenga Boulevard and Gower Street/Argyle Avenue  | NB        | 4                   | 8,000        | 5,808      | 0.73      | 7               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 10,338     | 1.29      | 10              | 0.1%                | NO                            |
| US 101 between Gower Street/Argyle Avenue and Hollywood Boulevard | NB        | 4                   | 8,000        | 5,416      | 0.68      | 7               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 9,642      | 1.21      | 5               | 0.1%                | NO                            |
| US 101 between Hollywood Boulevard and Sunset Boulevard           | NB        | 4                   | 8,000        | 5,064      | 0.63      | 10              | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 9,222      | 1.15      | 7               | 0.1%                | NO                            |
| <b>PM Peak Hour</b>   |           |                     |              |            |           |                 |                     |                               |
| US 101 between Cahuenga Boulevard and Gower Street/Argyle Avenue  | NB        | 4                   | 8,000        | 4,815      | 0.60      | 7               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 10,228     | 1.28      | 6               | 0.1%                | NO                            |
| US 101 between Gower Street/Argyle Avenue and Hollywood Boulevard | NB        | 4                   | 8,000        | 4,491      | 0.56      | 4               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 9,539      | 1.19      | 5               | 0.1%                | NO                            |
| US 101 between Hollywood Boulevard and Sunset Boulevard           | NB        | 4                   | 8,000        | 4,227      | 0.53      | 6               | 0.1%                | NO                            |
|   | SB        | 4                   | 8,000        | 9,170      | 1.15      | 7               | 0.1%                | NO                            |

**Notes**

- [a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.
- [b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.
- [c] An ambient growth rate of 1% per year was applied to the most recent traffic volume data from recent Caltrans published volume data from *2014 Traffic Volumes on California State Highways* (Caltrans, 2015) to reflect Existing year 2016 traffic conditions.
- [d] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (Caltrans & LADOT, December 2015) further analysis of Caltrans facilities would be required if the freeway segment operates at LOS D and the project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity, or if the freeway segment operates at LOS E or F and the project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity. The Project would not result in a 1% or more increase to the freeway mainline capacity, thus, the screening criteria would not be met regardless of the freeway mainline LOS.



**TABLE 14**  
**FREEWAY OFF-RAMP SCREENING PROCESS - REVISED PROJECT**  
**EXISTING OPERATING CONDITIONS (YEAR 2016)**

| Freeway Off-ramp   | Peak Hour | Number of Lanes | Capacity [a] | Volume [b] | V/C Ratio | Project Traffic | Percent of Capacity | Meets Screening Criteria? [c] |
|--|-----------|-----------------|--------------|------------|-----------|-----------------|---------------------|-------------------------------|
| US 101 Southbound Off-ramp to Vine Street                    | AM        | 2               | 1,700        | 1,562      | 0.92      | 10              | 0.6%                | NO                            |
|  | PM        | 2               | 1,700        | 1,131      | 0.67      | 6               | 0.4%                | NO                            |
| US 101 Northbound Off-ramp to Gower Street / Beachwood Drive | AM        | 2               | 1,700        | 366        | 0.22      | 7               | 0.4%                | NO                            |
|  | PM        | 2               | 1,700        | 227        | 0.13      | 4               | 0.2%                | NO                            |
| US 101 Southbound Off-ramp to Gower Street                   | AM        | 1               | 850          | 785        | 0.92      | 0               | 0.0%                | NO                            |
|  | PM        | 1               | 850          | 559        | 0.66      | 0               | 0.0%                | NO                            |
| US 101 Northbound Off-ramp to Hollywood Boulevard            | AM        | 1               | 850          | 513        | 0.60      | 3               | 0.4%                | NO                            |
|  | PM        | 1               | 850          | 351        | 0.41      | 2               | 0.2%                | NO                            |
| US 101 Southbound Off-ramp to Hollywood Boulevard            | AM        | 1               | 850          | 645        | 0.76      | 0               | 0.0%                | NO                            |
|  | PM        | 1               | 850          | 587        | 0.69      | 0               | 0.0%                | NO                            |
| US 101 Northbound Off-ramp to Sunset Boulevard/Wilton Place  | AM        | 1               | 850          | 1,042      | 1.23      | 0               | 0.0%                | NO                            |
|  | PM        | 1               | 850          | 972        | 1.14      | 0               | 0.0%                | NO                            |
| US 101 Southbound Off-ramp to Sunset Boulevard               | AM        | 1               | 850          | 914        | 1.08      | 0               | 0.0%                | NO                            |
|  | PM        | 1               | 850          | 668        | 0.79      | 0               | 0.0%                | NO                            |

**Notes**

[a] Off-ramp lane capacity is 850 vehicles per hour per lane based on specifications in the screening criteria.

[b] An ambient growth rate of 1% per year was applied to the most recent traffic volume data from *2014 Traffic Volumes on California State Highways* (Caltrans, 2015) to reflect Existing year 2016 traffic conditions.

[c] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (Caltrans & LADOT, December 2015) further analysis of Caltrans facilities would be required if the freeway off-ramp operates at LOS D and the project's peak hour trips would result in a 2% or more increase to the freeway off-ramp capacity, or if the freeway off-ramp operates at LOS E or F and the project's peak hour trips would result in a 1% or more increase to the freeway off-ramp capacity. The Project would not result in a 1% or more increase to the freeway off-ramp capacity, thus, the screening criteria would not be met regardless of the freeway off-ramp LOS.

**TABLE 15  
CODE AUTOMOBILE PARKING REQUIREMENTS - REVISED PROJECT**

| <b>Land Use</b>  | <b>Size</b> | <b>Parking Rate [a]</b> | <b>Total Spaces</b> |
|--|-------------|-------------------------|---------------------|
| Hotel  |             |                         |                     |
| First 30 Guestrooms  | 30 rooms    | 1.00 sp / 1 room        | 30                  |
| Next 30 Guestrooms   | 30 rooms    | 1.00 sp / 2 rooms       | 15                  |
| Remaining Guestrooms   | 180 rooms   | 1.00 sp / 3 rooms       | 60                  |
| Restaurant [b]   | 5,373 sf    | 2.00 sp / 1,000 sf      | 11                  |
| <b>Total Code Parking Requirement, Before Bicycle Credit</b> |             |                         | <b>116</b>          |
| <i>Bicycle Parking Reduction [c]</i>                         |             |                         |                     |
| <i>Hotel</i>   |             | 15%                     | (15)                |
| <i>Restaurant</i>  |             | 30%                     | (3)                 |
| <b>Total Code Parking Requirement</b>                        |             |                         | <b>98</b>           |
| <b>Parking Provided</b>                                      |             |                         | <b>98</b>           |

Notes

[a] Parking rates per Section 12.21.A4(a-c) of Los Angeles Municipal Code (LAMC).

[b] Per Section 12.21.A4(x)(3), commercial office, retail, restaurant, and bar uses within the Hollywood Redevelopment Project Area are to provide parking at a rate of two spaces per 1,000 sf of gross floor area.

[c] Per Section 12.21.A4 of the LAMC, residential buildings, including hotels, and non-residential buildings within 1,500 feet of a portal of a fixed rail transit station may replace up to 15% and 30%, respectively, of the required automobile parking with bicycle parking.

**TABLE 16  
CODE BICYCLE PARKING REQUIREMENTS - REVISED PROJECT**

| <b>Project</b>                       | <b>Size</b> | <b>Bicycle Short-Term Parking Rate [a]</b> | <b>Total Short-Term Bicycle Spaces</b> | <b>Bicycle Long-Term Parking Rate [a]</b> | <b>Total Long-Term Bicycle Spaces</b> |
|--------------------------------------|-------------|--|--|---|---------------------------------------|
| Hotel                                | 240 rooms   | 1.00 sp / 10 rooms                         | 24                                     | 1.00 sp / 10 rooms                        | 24                                    |
| Restaurant                           | 5,373 sf    | 1.00 sp / 2,000 sf                         | 3                                      | 1.00 sp / 2,000 sf                        | 3                                     |
| <b>Total Bicycle Spaces Required</b> |             |  | <b>27</b>                              |   | <b>27</b>                             |
| <b>Total Bicycle Spaces Provided</b> |             |  | <b>72 [b]</b>                          |   |                                       |

Notes

[a] Bicycle parking rates per Section 12.21.A16(a).

[b] Includes short-term and long-term bicycle spaces.

***Attachment A***  
***LADOT Traffic Assessment Letter***

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

1718 N. VINE ST  
DOT Case No. CEN 16-44591

Date: November 17, 2016

To: Nicholas Hendricks, Senior City Planner  
Department of City Planning

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED CITIZEN M HOTEL PROJECT**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated November 2016, prepared by Gibson Transportation Consultant Inc., for the proposed Citizen M Hotel project located at 1718 N. Vine Street within the Hollywood Community Plan. 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 established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria<sup>1</sup>, the traffic study included the detailed analysis of 17 intersections and determined that one of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis (summarized in **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community. Transportation mitigation measures to alleviate the effects of the impacts are described in this report.

## **DISCUSSION AND FINDINGS**

### A. Project Description

The project proposes to demolish approximately 6,393 square feet (sf) of existing restaurant and construct a 216-room hotel with up to approximately 4,354 sf of public accessible restaurant on a 0.281 acre project site. Vehicular access to the project site would be provided via a full-access driveway on Vine Street. Parking for the project would be provided on-site within three subterranean parking levels containing 79 automobile parking spaces and 124 bicycle parking spaces. The project is expected to be completed by 2021.

### B. Trip Generation

The proposed project is expected to generate approximately 1,101 net new daily trips,

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<sup>1</sup> Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 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.

99 net new trips in the a.m. peak hour and 77 net new trips in the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9<sup>th</sup> Edition." A copy of the trip generation estimates table from the transportation study is attached and identified as **Attachment 2**.

C. Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study estimates that the project would result in a significant traffic impact at the intersection of Vine Street and Hollywood Boulevard intersection during the "future with project" scenario. To off-set this significant traffic impact, the traffic study proposed a **Transportation Demand Management (TDM) Program** and transportation System Management improvements designed to fully mitigate the impacts (discussed in the "Project Requirements" section).

D. 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. 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. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. The project did not meet or exceed one or more of the four thresholds defined in the agreement; therefore, no additional analysis was required by Caltrans.

## PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

**B. 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 program 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) Program**

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:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Participate as a member of future Hollywood Transportation Management Organization, when operational (described in detail below);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

In addition to these TDM measures, DOT also recommends that the applicant explore the implementation of an on-demand van, shuttle or tram service that connects the project employees to off-site transit stops (such as the Metro Red Line stations) based on the transportation needs of the project's employees. Such a service can be included as an additional measure in the TDM program if it is deemed feasible and effective by the applicant.

## 2. **Hollywood Transportation Management Organization**

The project should join a Transportation Management Organization (TMO) serving the Hollywood area once it is created. DOT is currently working with other major employers in the Hollywood area to develop a TMO that would be available to the general public and employees of participating companies within the Hollywood area. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. TMO's in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in Hollywood can be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Hollywood community. The TMO's activities would help augment or implement some of the strategies described above for the project-specific TDM plan. TMO's typically implement and promote TDM strategies such as the following:

- employee flex time and modified work schedules;
- vanpool and carpool programs;
- provide information on rail, bus and shuttle services;
- satellite parking;
- non-vehicular commuting;
- parking management strategies;
- telecommuting programs;
- matching services for multi-employer carpools,
- multi-employer vanpools (to serve areas that are identified as under-served by transit);
- promotion and implementation of pedestrian, bicycle and transit stop enhancements (such as transit/bicycle lanes).

## C. Transportation Systems Management (TSM) Improvements

To further augment LADOT's existing Automated Traffic Surveillance and Control (ATSAC) traffic signal system, the applicant would be required to upgrade five (5) of the existing closed circuit television (CCTV) camera systems, including all transmission equipment and any required new video fiber/cables, within the project study area. These CCTV camera systems shall be upgraded to minimize any system break-down disruption and to continue providing real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the project study area. The proposed five (5) existing CCTV camera systems to be upgraded are at the following locations:



1. Highland Avenue and Franklin Place
2. Highland Avenue and Hollywood Boulevard
3. Highland Avenue and Sunset Boulevard
4. Hollywood Boulevard and Vine Street
5. Bronson Avenue and Hollywood Boulevard

The total cost for these CCTV camera systems upgrade is **\$75,000** and shall be guaranteed through cash payment prior to the issuance of any building permit. DOT shall be responsible for design and implementation of the upgrades.

D. **Highway Dedication and Street Widening Requirements**

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents 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, **Vine Street** is designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-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. **Parking Analysis**

As referenced in the Project Description section above, the traffic study indicate that the project would provide 79 automobile parking spaces and 124 bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

F. **Site Access and Circulation Plan**

The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 3**.

G. **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 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 me at (213) 972-8482.

#### Attachments

N:\letters\CEN16-44591\_6220 1718 N. Vine St. CitizenM Project ts ltr

c: Chris Robertson, Council District 13  
Jeannie Shen, Hollywood-Wilshire District Office, DOT  
Jeffrey Xu, ATSAC, DOT  
Taimour Tanavoli, Citywide Planning Coordination Section, DOT  
Carl Mills, Central District, BOE  
Emily Wong, Gibson Transportation Consulting, Inc.

**TABLE 13  
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |               |                    | Future with Project with Mitigation Conditions[a] |     |               |                    |
|-----|---|-----------|-----------------------------------|-----|--------------------------------|-----|---------------|--------------------|---|-----|---------------|--------------------|
|     |   |           | V/C                               | LOS | V/C                            | LOS | Change in V/C | Significant Impact | V/C   | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.359                             | A   | 0.361                          | A   | 0.002         | NO                 | 0.361   | A   | 0.002         | NO                 |
|     |   | PM        | 0.439                             | A   | 0.441                          | A   | 0.002         | NO                 | 0.441   | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.893                             | D   | 0.896                          | D   | 0.003         | NO                 | 0.896   | D   | 0.003         | NO                 |
|     |   | PM        | 0.933                             | E   | 0.936                          | E   | 0.003         | NO                 | 0.936   | E   | 0.003         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.696                             | B   | 0.697                          | B   | 0.001         | NO                 | 0.697   | B   | 0.001         | NO                 |
|     |   | PM        | 0.745                             | C   | 0.746                          | C   | 0.001         | NO                 | 0.746   | C   | 0.001         | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.687                             | B   | 0.688                          | B   | 0.001         | NO                 | 0.688   | B   | 0.001         | NO                 |
|     |   | PM        | 0.675                             | B   | 0.675                          | B   | 0.000         | NO                 | 0.675   | B   | 0.000         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.652                             | B   | 0.653                          | B   | 0.001         | NO                 | 0.653   | B   | 0.001         | NO                 |
|     |   | PM        | 0.775                             | C   | 0.776                          | C   | 0.001         | NO                 | 0.776   | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.587                             | A   | 0.599                          | A   | 0.012         | NO                 | 0.598   | A   | 0.011         | NO                 |
|     |   | PM        | 0.594                             | A   | 0.603                          | B   | 0.009         | NO                 | 0.602   | B   | 0.008         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.282                             | A   | 0.293                          | A   | 0.011         | NO                 | 0.292   | A   | 0.010         | NO                 |
|     |   | PM        | 0.459                             | A   | 0.469                          | A   | 0.010         | NO                 | 0.468   | A   | 0.009         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.971                             | F * | 0.974                          | F * | 0.003         | NO                 | 0.974   | F * | 0.003         | NO                 |
|     |   | PM        | 0.719                             | F * | 0.722                          | F * | 0.003         | NO                 | 0.721   | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.635                             | B   | 0.637                          | B   | 0.002         | NO                 | 0.637   | B   | 0.002         | NO                 |
|     |   | PM        | 0.600                             | A   | 0.602                          | B   | 0.002         | NO                 | 0.602   | B   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.894                             | F * | 0.910                          | F * | 0.016         | YES                | 0.899   | F * | 0.005         | NO                 |
|     |   | PM        | 0.883                             | F * | 0.895                          | F * | 0.012         | YES                | 0.884   | F * | 0.001         | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.629                             | B   | 0.631                          | B   | 0.002         | NO                 | 0.631   | B   | 0.002         | NO                 |
|     |   | PM        | 0.685                             | B   | 0.686                          | B   | 0.001         | NO                 | 0.686   | B   | 0.001         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.789                             | C   | 0.791                          | C   | 0.002         | NO                 | 0.790   | C   | 0.001         | NO                 |
|     |   | PM        | 0.779                             | C   | 0.781                          | C   | 0.002         | NO                 | 0.781   | C   | 0.002         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.705                             | C   | 0.707                          | C   | 0.002         | NO                 | 0.706   | C   | 0.001         | NO                 |
|     |   | PM        | 0.747                             | C   | 0.748                          | C   | 0.001         | NO                 | 0.748   | C   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.758                             | C   | 0.760                          | C   | 0.002         | NO                 | 0.760   | C   | 0.002         | NO                 |
|     |   | PM        | 0.639                             | B   | 0.640                          | B   | 0.001         | NO                 | 0.640   | B   | 0.001         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.887                             | D   | 0.888                          | D   | 0.001         | NO                 | 0.888   | D   | 0.001         | NO                 |
|     |   | PM        | 0.681                             | B   | 0.682                          | B   | 0.001         | NO                 | 0.682   | B   | 0.001         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.625                             | B   | 0.627                          | B   | 0.002         | NO                 | 0.627   | B   | 0.002         | NO                 |
|     |   | PM        | 0.614                             | B   | 0.616                          | B   | 0.002         | NO                 | 0.616   | B   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.931                             | F * | 0.933                          | F * | 0.002         | NO                 | 0.933   | F * | 0.002         | NO                 |
|     |   | PM        | 1.075                             | F * | 1.077                          | F * | 0.002         | NO                 | 1.077   | F * | 0.002         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes implementation of a TDM program and contributions towards TSM improvements.

**TABLE 8  
TRIP GENERATION ESTIMATES**

| Land Use                                    | Size         | Daily        | AM Peak Hour |             |             | PM Peak Hour |             |             |
|---|--------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|
|   |              |              | In           | Out         | Total       | In           | Out         | Total       |
| <b><u>Trip Generation Rates</u></b> [a]     |              |              |              |             |             |              |             |             |
| Hotel (ITE 310)                             | per room     | 8.17         | 59%          | 41%         | 0.53        | 51%          | 49%         | 0.60        |
| Quality Restaurant (ITE 931)                | per 1,000 sf | 89.95        | N/A          | N/A         | 0.81        | 67%          | 33%         | 7.49        |
| High-Turnover Restaurant (ITE 932)          | per 1,000 sf | 127.15       | 55%          | 45%         | 10.81       | 60%          | 40%         | 9.85        |
| <b><u>Proposed Project</u></b>              |              |              |              |             |             |              |             |             |
| Hotel                                       | 216 rooms    | 1,765        | 67           | 47          | 114         | 66           | 64          | 130         |
| <i>Less 25% Transit/Walk Adjustment</i> [b] |              | <i>(441)</i> | <i>(17)</i>  | <i>(12)</i> | <i>(29)</i> | <i>(17)</i>  | <i>(16)</i> | <i>(33)</i> |
| <b>Subtotal - Hotel</b>                     |              | <b>1,324</b> | <b>50</b>    | <b>35</b>   | <b>85</b>   | <b>49</b>    | <b>48</b>   | <b>97</b>   |
| Restaurant [c]                              | 4,354 sf     | 554          | 26           | 21          | 47          | 26           | 17          | 43          |
| <i>Less 50% Internal Capture</i> [d]        |              | <i>(277)</i> | <i>(13)</i>  | <i>(11)</i> | <i>(24)</i> | <i>(13)</i>  | <i>(9)</i>  | <i>(22)</i> |
| <i>Less 25% Transit/Walk Adjustment</i> [b] |              | <i>(69)</i>  | <i>(3)</i>   | <i>(3)</i>  | <i>(6)</i>  | <i>(3)</i>   | <i>(2)</i>  | <i>(5)</i>  |
| <b>Subtotal - Restaurant</b>                |              | <b>208</b>   | <b>10</b>    | <b>7</b>    | <b>17</b>   | <b>10</b>    | <b>6</b>    | <b>16</b>   |
| <b>Total - Proposed Project</b>             |              | <b>1,532</b> | <b>60</b>    | <b>42</b>   | <b>102</b>  | <b>59</b>    | <b>54</b>   | <b>113</b>  |
| <b><u>Existing Use to be Removed</u></b>    |              |              |              |             |             |              |             |             |
| Restaurant [e]                              | 6,393 sf     | 575          | 3            | 2           | 5           | 32           | 16          | 48          |
| <i>Less 25% Transit/Walk Adjustment</i> [b] |              | <i>(144)</i> | <i>(1)</i>   | <i>(1)</i>  | <i>(2)</i>  | <i>(8)</i>   | <i>(4)</i>  | <i>(12)</i> |
| <b>Subtotal - Restaurant</b>                |              | <b>431</b>   | <b>2</b>     | <b>1</b>    | <b>3</b>    | <b>24</b>    | <b>12</b>   | <b>36</b>   |
| <b>Total - Existing Use to be Removed</b>   |              | <b>431</b>   | <b>2</b>     | <b>1</b>    | <b>3</b>    | <b>24</b>    | <b>12</b>   | <b>36</b>   |
| <b>Total - Net New Project Trips</b>        |              | <b>1,101</b> | <b>58</b>    | <b>41</b>   | <b>99</b>   | <b>35</b>    | <b>42</b>   | <b>77</b>   |

**Notes**

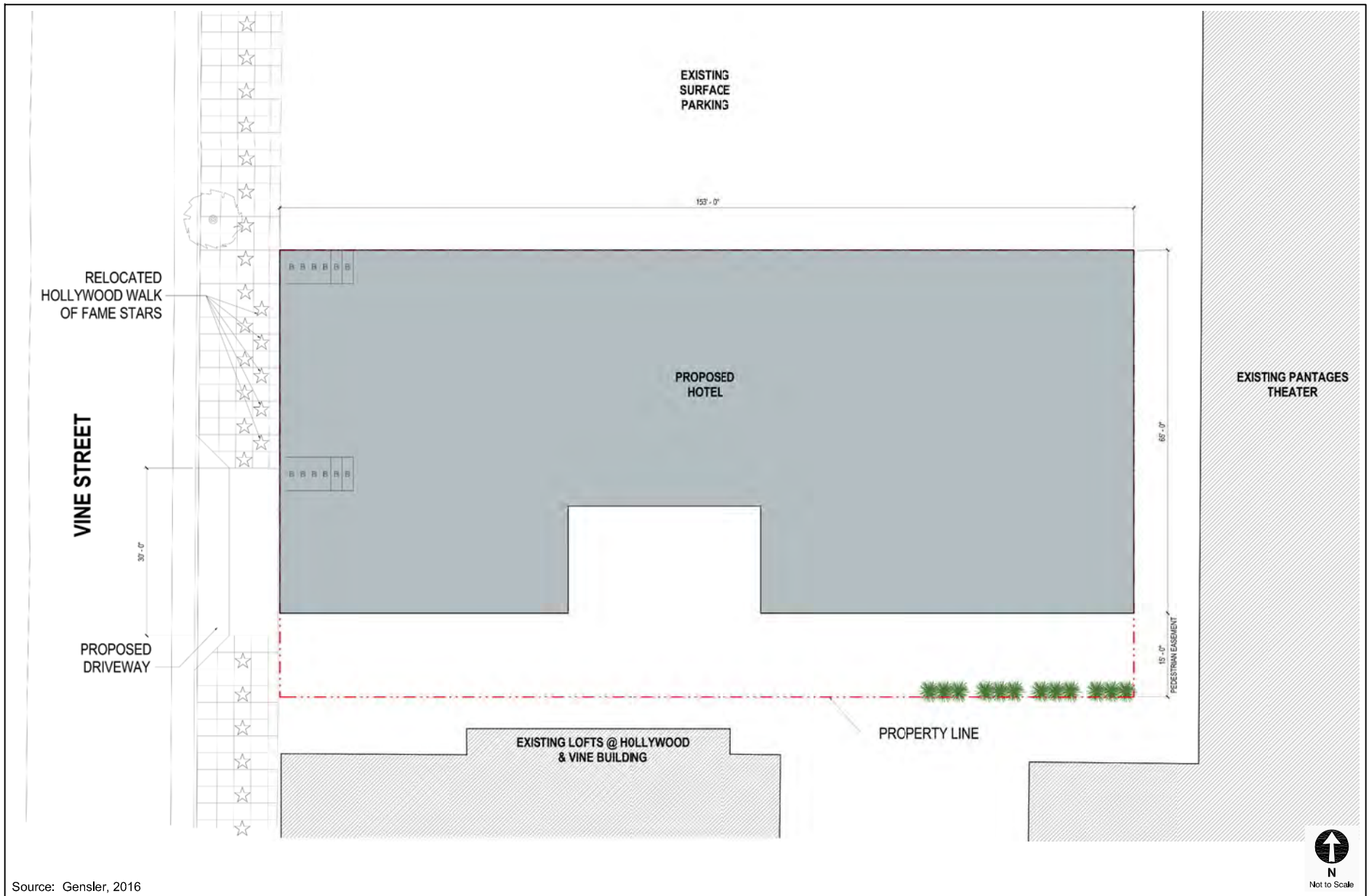
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.



Not to Scale

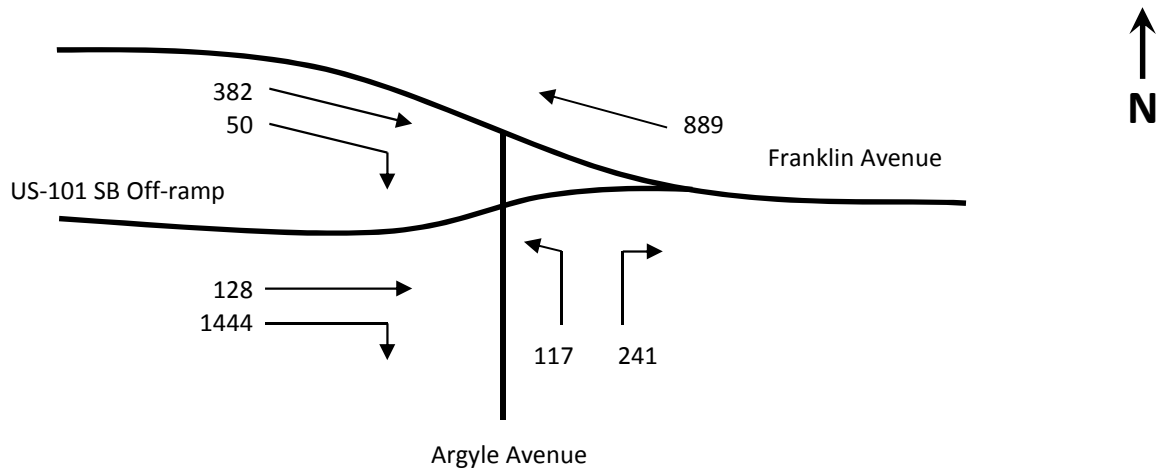
SITE PLAN

FIGURE  
1

***Attachment B***  
***Revised Project***  
***Level of Service Worksheets***

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Existing with Project Conditions - AM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{889}{2} = 445 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{382}{2} = 191 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 128$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{445}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{117 + 241}{2} = \frac{358}{2} = 179 \quad \text{or}$$

$$\text{Northbound Right:} \quad 241 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 50$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{179}$$

$$\text{Critical Volume:} \quad 445 + 179 = \mathbf{624}$$

$$\text{Intersection V/C:} \quad \frac{624}{1500} = \mathbf{0.416}$$

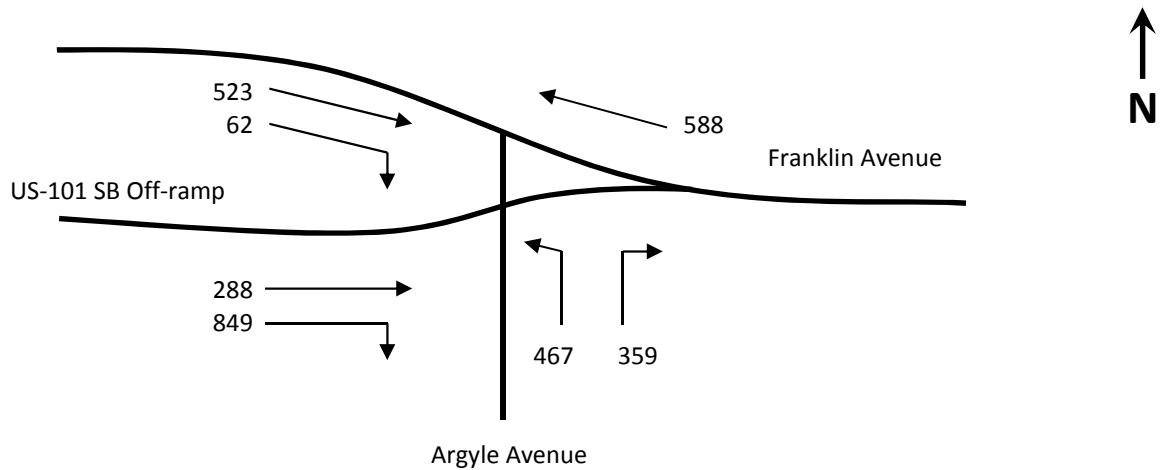
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.316}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Existing with Project Conditions - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{588}{2} = 294 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{523}{2} = 262 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 288$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{294}$$

- 2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{467 + 359}{2} = \frac{826}{2} = 413 \quad \text{or}$$

$$\text{Northbound Right:} \quad 359 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 62$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{413}$$

$$\text{Critical Volume:} \quad 294 + 413 = \mathbf{707}$$

$$\text{Intersection V/C:} \quad \frac{707}{1500} = \mathbf{0.471}$$

$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

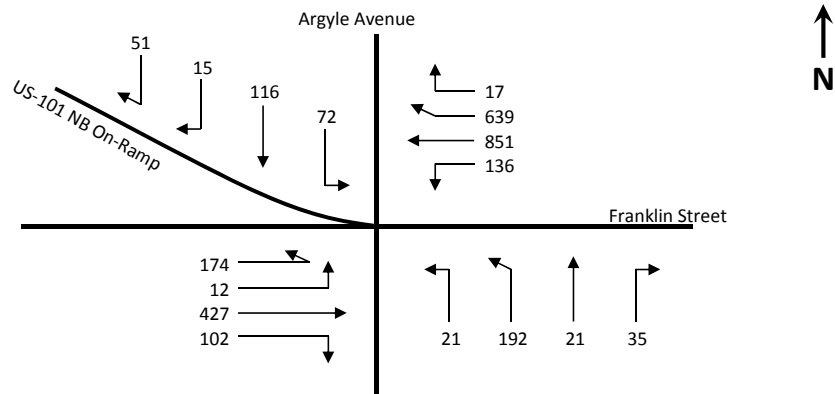
$$\text{Final intersection V/C:} \quad \mathbf{0.371}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$



**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Existing with Project Conditions - AM Peak Hour**



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $174 + 12 = 186$  and

Westbound Throughs + Rights:  

$$\frac{851 + 639 + 17}{2} = \frac{1507}{2} = 754$$
 or

Westbound Rights:  $639 + 17 = 656$  or

Westbound Lefts: 136 and

Eastbound Throughs:  $\frac{427}{2} = 214$  or

Eastbound Rights: 102

Critical Volume #1 (CV1): **940**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{21 + 192 + 21}{2} = \frac{234}{2} = 117$$
 or

Northbound Rights:  $35 - 0.5 \times \text{WBL} = 0$

Critical Volume #2 (CV2): **117**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 72 or

Southbound Throughs + Rights:  

$$\frac{116 + 15 + 51}{2} = \frac{182}{2} = 91$$
 or

Southbound Rights:  $15 + 51 = 66$

Critical Volume #3 (CV3): **91**

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Critical Volume:  $940 + 117 + 91 = 1148$

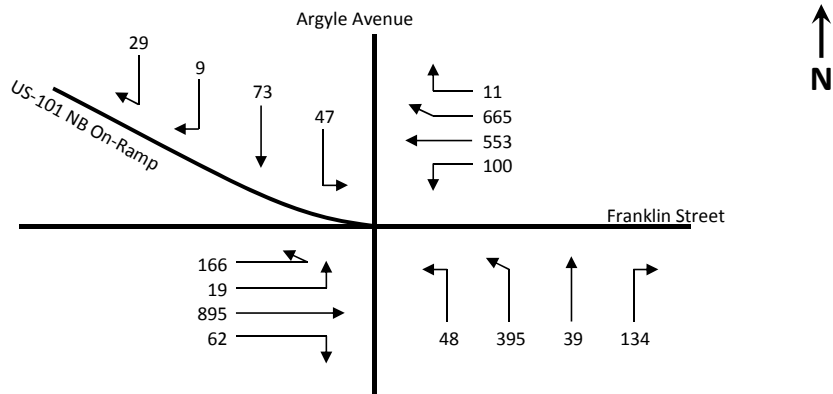
Intersection V/C:  $\frac{1148}{1375} = 0.835$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.735**      **Intersection LOS: C**

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Existing with Project Conditions - PM Peak Hour**



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $166 + 19 = 185$  and

Westbound Throughs + Rights:  

$$\frac{553 + 665 + 11}{2} = \frac{1229}{2} = 615$$
 or

Westbound Rights:  $665 + 11 = 676$  or

Westbound Lefts: 100 and

Eastbound Throughs:  $\frac{895}{2} = 448$  or

Eastbound Rights: 62

Critical Volume #1 (CV1): **861**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{48 + 395 + 39}{2} = \frac{482}{2} = 241$$
 or

Northbound Rights:  $134 - 0.5 \cdot \text{WBL} = 84$

Critical Volume #2 (CV2): **241**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 47 or

Southbound Throughs + Rights:  

$$\frac{73 + 9 + 29}{2} = \frac{111}{2} = 56$$
 or

Southbound Rights:  $9 + 29 = 38$

Critical Volume #3 (CV3): **56**

---

Critical Volume:  $861 + 241 + 56 = 1158$

Intersection V/C:  $\frac{1158}{1375} = 0.842$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.742**      **Intersection LOS: C**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower Street      **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|   |                    | AM PEAK HOUR |              |   | PM PEAK HOUR       |              |   |
|---|--------------------|--------------|--------------|---|--------------------|--------------|---|
|   |                    | Volume       | No. of Lanes | Lane Volume   | Volume             | No. of Lanes | Lane Volume   |
| <b>No. of Phases</b><br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |              |              | 4<br>1<br>0<br>0<br>2<br>0                              |                    |              | 4<br>1<br>0<br>0<br>2<br>0  |
|   |                    | <i>NB --</i> | <i>SB --</i> |   | <i>NB --</i>       | <i>SB --</i> |   |
|   |                    | <i>EB --</i> | <i>WB --</i> |   | <i>EB --</i>       | <i>WB --</i> |   |
| MOVEMENT  |                    | Volume       | No. of Lanes | Lane Volume   | Volume             | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>   | Left               | 253          | 1            | 157   | 400                | 1            | 268   |
|   | Left-Through       |              | 1            |   |                    | 1            |   |
|   | Through            | 60           | 0            | 157   | 135                | 0            | 268   |
|   | Through-Right      |              | 0            |   |                    | 0            |   |
|   | Right              | 278          | 1            | 82  | 462                | 1            | 353   |
|   | Left-Through-Right |              | 0            |   |                    | 0            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>SOUTHBOUND</b>   | Left               | 18           | 0            | 18  | 20                 | 0            | 20  |
|   | Left-Through       |              | 0            |   |                    | 0            |   |
|   | Through            | 144          | 0            | 213   | 89                 | 0            | 123   |
|   | Through-Right      |              | 0            |   |                    | 0            |   |
|   | Right              | 51           | 0            | 0   | 14                 | 0            | 0   |
|   | Left-Through-Right |              | 1            |   |                    | 1            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>EASTBOUND</b>  | Left               | 9            | 1            | 9   | 15                 | 1            | 15  |
|   | Left-Through       |              | 0            |   |                    | 0            |   |
|   | Through            | 486          | 1            | 272   | 940                | 1            | 494   |
|   | Through-Right      |              | 1            |   |                    | 1            |   |
|   | Right              | 58           | 0            | 58  | 48                 | 0            | 48  |
|   | Left-Through-Right |              | 0            |   |                    | 0            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>WESTBOUND</b>  | Left               | 196          | 1            | 196   | 109                | 1            | 109   |
|   | Left-Through       |              | 0            |   |                    | 0            |   |
|   | Through            | 1244         | 1            | 625   | 898                | 1            | 458   |
|   | Through-Right      |              | 1            |   |                    | 1            |   |
|   | Right              | 5            | 0            | 5   | 18                 | 0            | 18  |
|   | Left-Through-Right |              | 0            |   |                    | 0            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>CRITICAL VOLUMES</b>   |                    |              |              | <i>North-South:</i><br><i>East-West:</i><br><i>SUM:</i> | 370<br>634<br>1004 |              | <i>North-South:</i><br><i>East-West:</i><br><i>SUM:</i><br>476<br>603<br>1079 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>   |                    |              |              | 0.730   |                    |              | 0.785   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>  |                    |              |              | <b>0.630</b>  |                    |              | <b>0.685</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>  |                    |              |              | <b>B</b>  |                    |              | <b>B</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 101 **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016 **Analyst:** GTC **Date:** Jun-16

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                       |              |              | 3                       |              |              | 3                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 3      | 3                       | NB -- 0      | SB -- 3      | 3                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| Override Capacity                      |                       |              |              | 2                       |              |              | 2                       |
| Override Capacity                      |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 10           | 0            | 10                      | 22           | 0            | 22                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 45           | 0            | 87                      | 48           | 0            | 95                      |
|  | ↘ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 32           | 0            | 0                       | 25           | 0            | 0                       |
|  | ↘↔ Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 174          | 0            | 174                     | 212          | 0            | 212                     |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 0            | 0            | 174                     | 1            | 0            | 213                     |
|  | ↘ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 165          | 1            | 73                      | 190          | 1            | 0                       |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 92           | 1            | 92                      | 193          | 1            | 193                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 707          | 1            | 357                     | 1137         | 1            | 571                     |
|  | ↘ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 6            | 0            | 6                       | 4            | 0            | 4                       |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 3            | 1            | 3                       | 5            | 1            | 5                       |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 1290         | 1            | 702                     | 881          | 1            | 526                     |
|  | ↘ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 113          | 0            | 113                     | 171          | 0            | 171                     |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 261 |              |              | <i>North-South:</i> 307 |
|  |                       |              |              | <i>East-West:</i> 794   |              |              | <i>East-West:</i> 719   |
|  |                       |              |              | <b>SUM:</b> 1055        |              |              | <b>SUM:</b> 1026        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 0.740                   |              |              | 0.720                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.640</b>            |              |              | <b>0.620</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>B</b>                |              |              | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue      **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                       |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| Override Capacity                      |                       |              |              | 2                       |              |              | 2                       |
|  |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 32           | 0            | 32                      | 44           | 0            | 44                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 111          | 0            | 240                     | 146          | 0            | 419                     |
|  | ↘ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 97           | 0            | 0                       | 229          | 0            | 0                       |
|  | ↘↔ Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 81           | 0            | 81                      | 94           | 0            | 94                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 162          | 0            | 337                     | 123          | 0            | 313                     |
|  | ↘ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 94           | 0            | 0                       | 96           | 0            | 0                       |
|  | ↘↔ Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 83           | 1            | 83                      | 121          | 1            | 121                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 688          | 1            | 394                     | 1119         | 1            | 589                     |
|  | ↘ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 100          | 0            | 100                     | 58           | 0            | 58                      |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 184          | 1            | 184                     | 117          | 1            | 117                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 1148         | 1            | 600                     | 882          | 1            | 465                     |
|  | ↘ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 52           | 0            | 52                      | 48           | 0            | 48                      |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 369 |              |              | <i>North-South:</i> 513 |
|  |                       |              |              | <i>East-West:</i> 683   |              |              | <i>East-West:</i> 706   |
|  |                       |              |              | <b>SUM:</b> 1052        |              |              | <b>SUM:</b> 1219        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 0.701                   |              |              | 0.813                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.601</b>            |              |              | <b>0.713</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>B</b>                |              |              | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Yucca St

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |   | PM PEAK HOUR   |              |   |
|--|--------------------|----------------|--------------|---|----------------|--------------|---|
|  |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume   |
| No. of Phases                          |                    |                |              | 2   |                |              | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0   |                |              | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0   | <i>NB --</i> 0 | <i>SB --</i> | 0   |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0   | <i>EB --</i> 0 | <i>WB --</i> | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2   |                |              | 2   |
| Override Capacity                      |                    |                |              | 0   |                |              | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 71             | 1            | 71  | 213            | 1            | 213   |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 353            | 1            | 255   | 751            | 1            | 488   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 156            | 0            | 156   | 225            | 0            | 225   |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>SOUTHBOUND</b>                      | Left               | 99             | 1            | 99  | 38             | 1            | 38  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 1029           | 1            | 682   | 829            | 1            | 436   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 334            | 0            | 334   | 42             | 0            | 42  |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>EASTBOUND</b>                       | Left               | 5              | 1            | 5   | 51             | 1            | 51  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 60             | 1            | 60  | 136            | 1            | 136   |
|  | Through-Right      |                | 0            |   |                | 0            |   |
|  | Right              | 44             | 1            | 9   | 50             | 1            | 0   |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>WESTBOUND</b>                       | Left               | 84             | 1            | 84  | 56             | 1            | 56  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 133            | 1            | 70  | 77             | 1            | 44  |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 7              | 0            | 7   | 11             | 0            | 11  |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 753<br><i>East-West:</i> 144<br><i>SUM:</i> 897 |                |              | <i>North-South:</i> 649<br><i>East-West:</i> 192<br><i>SUM:</i> 841 |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |              | 0.598   |                |              | 0.561   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |              | <b>0.498</b>  |                |              | <b>0.461</b>  |
| LEVEL OF SERVICE (LOS):                |                    |                |              | <b>A</b>  |                |              | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Yucca St  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                        | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|------------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                        | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                        |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                        |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                        | NB -- 0      | SB -- 1      | 1                       | NB -- 0      | SB -- 1      | 1                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                        | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| Override Capacity                      |                        |              |              | 2                       |              |              | 2                       |
|  |                        |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                        | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                 | 9            | 0            | 9                       | 23           | 0            | 23                      |
|  | ↵↔ Left-Through        |              | 1            |                         |              | 1            |                         |
|  | → Through              | 141          | 0            | 78                      | 428          | 0            | 235                     |
|  | ↵↔ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right                | 5            | 0            | 78                      | 18           | 0            | 235                     |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                 | 3            | 0            | 3                       | 9            | 0            | 9                       |
|  | ↵↔ Left-Through        |              | 1            |                         |              | 1            |                         |
|  | → Through              | 204          | 0            | 104                     | 110          | 0            | 64                      |
|  | ↵↔ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right                | 1            | 1            | 0                       | 1            | 1            | 0                       |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                 | 153          | 1            | 153                     | 255          | 1            | 255                     |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 22           | 1            | 22                      | 85           | 1            | 85                      |
|  | ↵↔ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right                | 117          | 1            | 117                     | 63           | 1            | 63                      |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                 | 38           | 1            | 38                      | 8            | 1            | 8                       |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 142          | 0            | 177                     | 59           | 0            | 135                     |
|  | ↵↔ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right                | 35           | 0            | 0                       | 76           | 0            | 0                       |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                        |              |              | <i>North-South:</i> 113 |              |              | <i>North-South:</i> 244 |
|  |                        |              |              | <i>East-West:</i> 330   |              |              | <i>East-West:</i> 390   |
|  |                        |              |              | <b>SUM:</b> 443         |              |              | <b>SUM:</b> 634         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                        |              |              | 0.295                   |              |              | 0.423                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                        |              |              | <b>0.195</b>            |              |              | <b>0.323</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                        |              |              | <b>A</b>                |              |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR   |              |   |
|--|--|--------------|--------------|--|--|--------------|---|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |  |              | 2<br>0<br>0<br>0<br>2<br>0  |
|  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 |              |              |  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 |              |   |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>  | Left   | 15           | 0            | 15   | 4  | 0            | 0   |
|  | Left-Through   |              | 1            |  |  | 0            |   |
|  | Through  | 615          | 0            | 369  | 794  | 1            | 443   |
|  | Through-Right  |              | 1            |  |  | 1            |   |
|  | Right  | 33           | 0            | 369  | 92   | 0            | 92  |
|  | Left-Through-Right   |              | 0            |  |  | 0            |   |
|  | Left-Right   |              | 0            |  |  | 0            |   |
| <b>SOUTHBOUND</b>  | Left   | 28           | 0            | 28   | 4  | 0            | 0   |
|  | Left-Through   |              | 1            |  |  | 0            |   |
|  | Through  | 1180         | 0            | 810  | 766  | 1            | 433   |
|  | Through-Right  |              | 1            |  |  | 1            |   |
|  | Right  | 327          | 0            | 810  | 100  | 0            | 100   |
|  | Left-Through-Right   |              | 0            |  |  | 0            |   |
|  | Left-Right   |              | 0            |  |  | 0            |   |
| <b>EASTBOUND</b>   | Left   | 38           | 1            | 38   | 63   | 1            | 63  |
|  | Left-Through   |              | 0            |  |  | 0            |   |
|  | Through  | 520          | 1            | 276  | 882  | 1            | 455   |
|  | Through-Right  |              | 1            |  |  | 1            |   |
|  | Right  | 32           | 0            | 32   | 28   | 0            | 28  |
|  | Left-Through-Right   |              | 0            |  |  | 0            |   |
|  | Left-Right   |              | 0            |  |  | 0            |   |
| <b>WESTBOUND</b>   | Left   | 76           | 1            | 76   | 43   | 1            | 43  |
|  | Left-Through   |              | 0            |  |  | 0            |   |
|  | Through  | 985          | 2            | 493  | 748  | 2            | 374   |
|  | Through-Right  |              | 0            |  |  | 0            |   |
|  | Right  | 34           | 1            | 34   | 83   | 1            | 83  |
|  | Left-Through-Right   |              | 0            |  |  | 0            |   |
|  | Left-Right   |              | 0            |  |  | 0            |   |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 825<br><i>East-West:</i> 531<br><b>SUM:</b> 1356 |  |              | <i>North-South:</i> 443<br><i>East-West:</i> 498<br><b>SUM:</b> 941 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.904  |  |              | 0.627   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.804</b>   |  |              | <b>0.527</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>D</b>   |  |              | <b>A</b>  |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Ivar Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |   | PM PEAK HOUR   |                |   |
|--|--------------------|----------------|----------------|---|----------------|----------------|---|
|  |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| No. of Phases                          |                    |                |                | 2   |                |                | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0   |                |                | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0   | <i>NB --</i> 0 | <i>SB --</i> 0 | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0   | <i>EB --</i> 0 | <i>WB --</i> 0 | 0   |
| Override Capacity                      |                    |                |                | 2   |                |                | 2   |
|  |                    |                |                | 0   |                |                | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 8              | 0              | 8   | 29             | 0              | 29  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 57             | 0              | 102   | 211            | 0              | 345   |
|  | Through-Right      |                | 0              |   |                | 0              |   |
|  | Right              | 37             | 0              | 0   | 105            | 0              | 0   |
|  | Left-Through-Right |                | 1              |   |                | 1              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>SOUTHBOUND</b>                      | Left               | 11             | 0              | 11  | 10             | 0              | 10  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 233            | 0              | 370   | 44             | 0              | 71  |
|  | Through-Right      |                | 0              |   |                | 0              |   |
|  | Right              | 126            | 0              | 0   | 17             | 0              | 0   |
|  | Left-Through-Right |                | 1              |   |                | 1              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>EASTBOUND</b>                       | Left               | 18             | 1              | 18  | 26             | 1              | 26  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 547            | 1              | 284   | 893            | 1              | 460   |
|  | Through-Right      |                | 1              |   |                | 1              |   |
|  | Right              | 20             | 0              | 20  | 27             | 0              | 27  |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>WESTBOUND</b>                       | Left               | 77             | 1              | 77  | 51             | 1              | 51  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 1079           | 1              | 560   | 711            | 1              | 373   |
|  | Through-Right      |                | 1              |   |                | 1              |   |
|  | Right              | 41             | 0              | 41  | 35             | 0              | 35  |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 378<br><i>East-West:</i> 578<br><i>SUM:</i> 956 |                |                | <i>North-South:</i> 355<br><i>East-West:</i> 511<br><i>SUM:</i> 866 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.637   |                |                | 0.577   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.537</b>  |                |                | <b>0.477</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>A</b>  |                |                | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    |                |                |                         |                |                |                         |
| No. of Phases                          |                    |                |                | 3                       |                |                | 3                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 3 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 3 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 90             | 1              | 90                      | 116            | 1              | 116                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 542            | 2              | 271                     | 1052           | 2              | 526                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 165            | 1              | 115                     | 219            | 1              | 184                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 41             | 1              | 41                      | 63             | 1              | 63                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1018           | 1              | 560                     | 778            | 1              | 426                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 102            | 0              | 102                     | 73             | 0              | 73                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 43             | 1              | 43                      | 62             | 1              | 62                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 484            | 2              | 242                     | 898            | 2              | 449                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 5              | 1              | 0                       | 15             | 1              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 101            | 1              | 101                     | 70             | 1              | 70                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1027           | 1              | 532                     | 668            | 1              | 389                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 37             | 0              | 37                      | 109            | 0              | 109                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 650 |                |                | <i>North-South:</i> 589 |
|  |                    |                |                | <i>East-West:</i> 575   |                |                | <i>East-West:</i> 519   |
|  |                    |                |                | <i>SUM:</i> 1225        |                |                | <i>SUM:</i> 1108        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |                | 0.860                   |                |                | 0.778                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |                | 0.760                   |                |                | 0.678                   |
| LEVEL OF SERVICE (LOS):                |                    |                |                | <b>C</b>                |                |                | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR       |                    |   | PM PEAK HOUR       |                    |   |
|--|-----------------------|--------------------|--------------------|---|--------------------|--------------------|---|
|  |                       | Volume             | No. of Lanes       | Lane Volume   | Volume             | No. of Lanes       | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |
|  |                       | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   |
| MOVEMENT   |                       | Volume             | No. of Lanes       | Lane Volume   | Volume             | No. of Lanes       | Lane Volume   |
| <b>NORTHBOUND</b>  | ↶ Left                | 31                 | 1                  | 31  | 37                 | 1                  | 37  |
|  | ↶↷ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 80                 | 1                  | 80  | 284                | 1                  | 284   |
|  | ↷ Through-Right       |                    | 0                  |   |                    | 0                  |   |
|  | ↷ Right               | 40                 | 1                  | 0   | 44                 | 1                  | 10  |
|  | ↷↶ Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | ↷↶ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>SOUTHBOUND</b>  | ↷ Left                | 55                 | 1                  | 55  | 36                 | 1                  | 36  |
|  | ↷↶ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 223                | 1                  | 223   | 123                | 1                  | 123   |
|  | ↷ Through-Right       |                    | 0                  |   |                    | 0                  |   |
|  | ↷ Right               | 45                 | 1                  | 8   | 65                 | 1                  | 10  |
|  | ↷↶ Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | ↷↶ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>EASTBOUND</b>   | ↶ Left                | 75                 | 1                  | 75  | 110                | 1                  | 110   |
|  | ↶↷ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 513                | 2                  | 257   | 927                | 2                  | 464   |
|  | ↷ Through-Right       |                    | 0                  |   |                    | 0                  |   |
|  | ↷ Right               | 124                | 1                  | 109   | 168                | 1                  | 150   |
|  | ↷↶ Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | ↷↶ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>WESTBOUND</b>   | ↶ Left                | 180                | 1                  | 180   | 68                 | 1                  | 68  |
|  | ↶↷ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 1053               | 1                  | 553   | 722                | 1                  | 434   |
|  | ↷ Through-Right       |                    | 1                  |   |                    | 1                  |   |
|  | ↷ Right               | 53                 | 0                  | 53  | 145                | 0                  | 145   |
|  | ↷↶ Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | ↷↶ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>CRITICAL VOLUMES</b>  |                       |                    |                    | <i>North-South:</i> 254<br><i>East-West:</i> 628<br><i>SUM:</i> 882 |                    |                    | <i>North-South:</i> 320<br><i>East-West:</i> 544<br><i>SUM:</i> 864 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                    |                    | 0.588   |                    |                    | 0.576   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                    |                    | <b>0.488</b>  |                    |                    | <b>0.476</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                    |                    | <b>A</b>  |                    |                    | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Gower St

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |  | PM PEAK HOUR   |              |   |
|--|--------------------|----------------|--------------|--|----------------|--------------|---|
|  |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume   |
| No. of Phases                          |                    |                |              | 2  |                |              | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0  |                |              | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0  | <i>NB --</i> 0 | <i>SB --</i> | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0  | <i>EB --</i> 0 | <i>WB --</i> | 0   |
| Override Capacity                      |                    |                |              | 2  |                |              | 2   |
|  |                    |                |              | 0  |                |              | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 46             | 1            | 46   | 71             | 1            | 71  |
|  | Left-Through       |                | 0            |  |                | 0            |   |
|  | Through            | 290            | 1            | 172  | 591            | 1            | 344   |
|  | Through-Right      |                | 1            |  |                | 1            |   |
|  | Right              | 53             | 0            | 53   | 97             | 0            | 97  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>SOUTHBOUND</b>                      | Left               | 56             | 1            | 56   | 45             | 1            | 45  |
|  | Left-Through       |                | 0            |  |                | 0            |   |
|  | Through            | 423            | 1            | 423  | 372            | 1            | 372   |
|  | Through-Right      |                | 0            |  |                | 0            |   |
|  | Right              | 387            | 1            | 367  | 135            | 1            | 92  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>EASTBOUND</b>                       | Left               | 40             | 1            | 40   | 87             | 1            | 87  |
|  | Left-Through       |                | 0            |  |                | 0            |   |
|  | Through            | 537            | 1            | 284  | 898            | 1            | 478   |
|  | Through-Right      |                | 1            |  |                | 1            |   |
|  | Right              | 31             | 0            | 31   | 58             | 0            | 58  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>WESTBOUND</b>                       | Left               | 68             | 1            | 68   | 68             | 1            | 68  |
|  | Left-Through       |                | 0            |  |                | 0            |   |
|  | Through            | 1149           | 1            | 587  | 745            | 1            | 408   |
|  | Through-Right      |                | 1            |  |                | 1            |   |
|  | Right              | 24             | 0            | 24   | 70             | 0            | 70  |
|  | Left-Through-Right |                | 0            |  |                | 0            |   |
|  | Left-Right         |                | 0            |  |                | 0            |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 469<br><i>East-West:</i> 627<br><i>SUM:</i> 1096 |                |              | <i>North-South:</i> 443<br><i>East-West:</i> 546<br><i>SUM:</i> 989 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.731  |                |              | 0.659   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.631</b>   |                |              | <b>0.559</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>   |                |              | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 38             | 1            | 38                      | 78             | 1            | 78                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 133            | 0            | 278                     | 316            | 0            | 472                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 145            | 0            | 0                       | 156            | 0            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 92             | 0            | 92                      | 73             | 0            | 73                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 303            | 0            | 486                     | 189            | 0            | 338                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 91             | 0            | 0                       | 76             | 0            | 0                       |
|  | Left-Through-Right |                | 1            |                         |                | 1            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 22             | 1            | 22                      | 72             | 1            | 72                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 514            | 1            | 289                     | 953            | 1            | 502                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 64             | 0            | 64                      | 51             | 0            | 51                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 157            | 1            | 157                     | 83             | 1            | 83                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1054           | 1            | 546                     | 593            | 1            | 321                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 37             | 0            | 37                      | 48             | 0            | 48                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 524 |                |              | <i>North-South:</i> 545 |
|  |                    |                |              | <i>East-West:</i> 568   |                |              | <i>East-West:</i> 585   |
|  |                    |                |              | <b>SUM:</b> 1092        |                |              | <b>SUM:</b> 1130        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.728                   |                |              | 0.753                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.628</b>            |                |              | <b>0.653</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>                |                |              | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



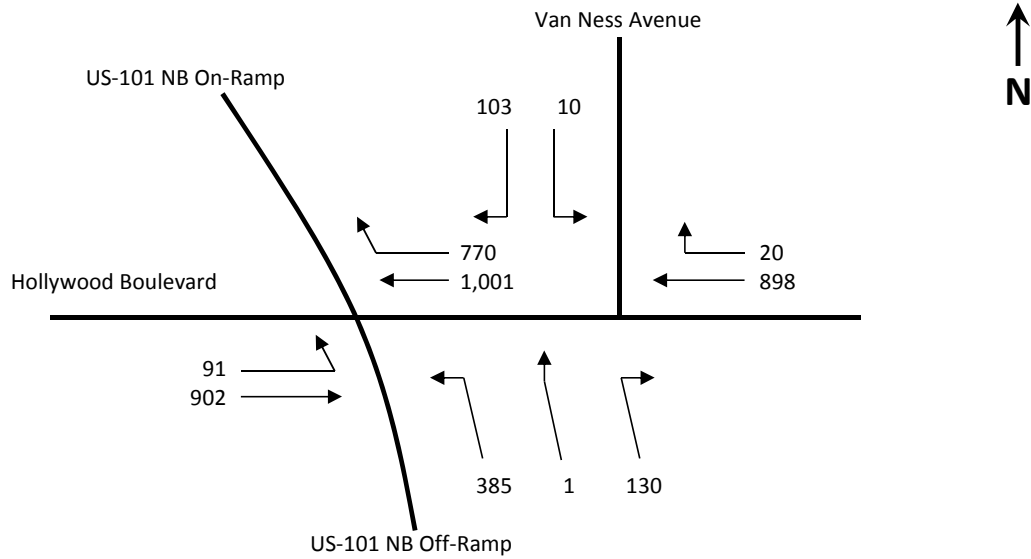
**I/S #:**  
**14**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|--------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |              |              | 3                       |              |              | 3                       |
|  |                    |              |              | 0                       |              |              | 0                       |
|  |                    | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
|  |                    | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
|  |                    |              |              | 2                       |              |              | 2                       |
|  |                    |              |              | 0                       |              |              | 0                       |
| MOVEMENT   |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>  | Left               | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>  | Left               | 499          | 1            | 323                     | 506          | 1            | 294                     |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 4            | 0            | 323                     | 13           | 0            | 294                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 142          | 0            | 0                       | 68           | 0            | 0                       |
|  | Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>   | Left               | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 475          | 2            | 238                     | 899          | 2            | 450                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 189          | 1            | 189                     | 243          | 1            | 243                     |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>   | Left               | 38           | 1            | 38                      | 21           | 1            | 21                      |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 1322         | 2            | 661                     | 976          | 2            | 488                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>  |                    |              |              | <i>North-South:</i> 323 |              |              | <i>North-South:</i> 294 |
|  |                    |              |              | <i>East-West:</i> 661   |              |              | <i>East-West:</i> 488   |
|  |                    |              |              | <b>SUM:</b> 984         |              |              | <b>SUM:</b> 782         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |              |              | 0.691                   |              |              | 0.549                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |              |              | <b>0.591</b>            |              |              | <b>0.449</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |              |              | <b>A</b>                |              |              | <b>A</b>                |

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Existing with Project Conditions - AM Peak Hour



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |            |           |
|----------------------------------|-------------------|---|------------|-----------|
| Eastbound Lefts:                 | 91                |   | <u>and</u> |           |
| Westbound Throughs:              | $\frac{1,001}{2}$ | = | 501        | <u>or</u> |
| Westbound Rights:                | 770               |   |            | <u>or</u> |
| Eastbound Throughs:              | $\frac{902}{2}$   | = | 451        |           |
| <b>Critical Volume #1 (CV1):</b> | <b>861</b>        |   |            |           |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 385        | * | 0.55 | = | 212 | <u>or</u> |
| Northbound Throughs + Rights:    | 1          | + | 130  | = | 131 |           |
| <b>Critical Volume #2 (CV2):</b> | <b>212</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

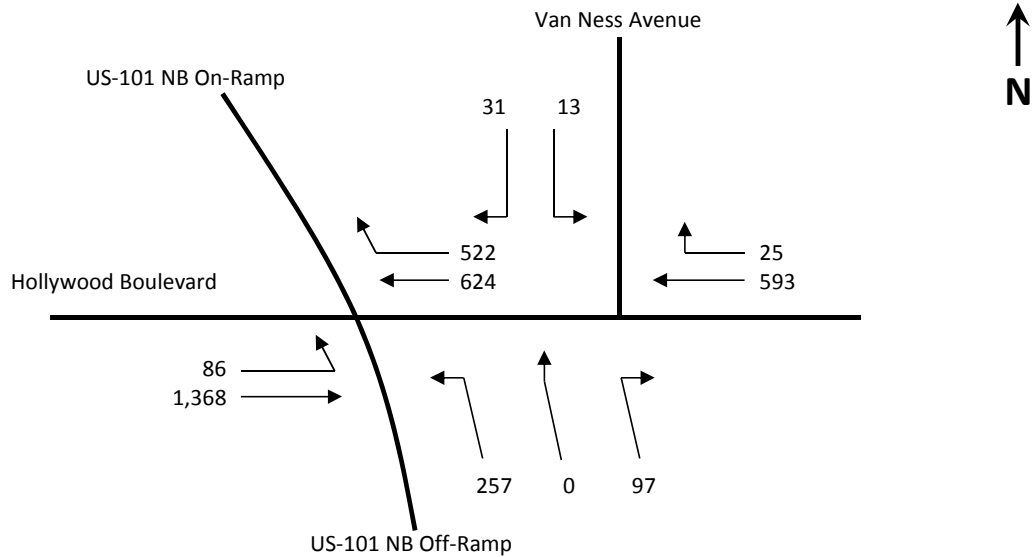
|                                  |            |  |  |  |           |
|----------------------------------|------------|--|--|--|-----------|
| Southbound Lefts:                | 10         |  |  |  | <u>or</u> |
| Southbound Rights:               | 103        |  |  |  |           |
| <b>Critical Volume #3 (CV3):</b> | <b>103</b> |  |  |  |           |

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|                                |                       |   |     |   |     |                          |              |
|--------------------------------|-----------------------|---|-----|---|-----|--------------------------|--------------|
| Critical Volume:               | 861                   | + | 212 | + | 103 | =                        | <b>1,176</b> |
| Intersection V/C:              | $\frac{1,176}{1,425}$ |   |     |   |     | =                        | <b>0.825</b> |
| ATSAC/ATCS Credit:             | 0.10                  |   |     |   |     |                          |              |
| <b>Final intersection V/C:</b> | <b>0.725</b>          |   |     |   |     | <b>Intersection LOS:</b> | <b>C</b>     |

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Existing with Project Conditions - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

|                           |                   |       |            |
|---------------------------|-------------------|-------|------------|
| Eastbound Lefts:          | 86                |       | <u>and</u> |
| Westbound Throughs:       | $\frac{624}{2}$   | = 312 | <u>or</u>  |
| Westbound Rights:         | 522               |       | <u>or</u>  |
| Eastbound Throughs:       | $\frac{1,368}{2}$ | = 684 |            |
| Critical Volume #1 (CV1): | <b>684</b>        |       |            |

- 2) Critical volume calculation for northbound traffic exiting US-101

|                               |            |   |      |   |     |           |
|-------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:             | 257        | * | 0.55 | = | 141 | <u>or</u> |
| Northbound Throughs + Rights: | 0          | + | 97   | = | 97  |           |
| Critical Volume #2 (CV2):     | <b>141</b> |   |      |   |     |           |

- 3) Critical volume calculation for southbound traffic on Van Ness Avenue

|                           |           |  |           |
|---------------------------|-----------|--|-----------|
| Southbound Lefts:         | 13        |  | <u>or</u> |
| Southbound Rights:        | 31        |  |           |
| Critical Volume #3 (CV3): | <b>31</b> |  |           |

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Critical Volume: 684 + 141 + 31 = **856**

Intersection V/C:  $\frac{856}{1,425} = \mathbf{0.601}$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.501**                      **Intersection LOS: A**





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Selma Ave

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |   | PM PEAK HOUR   |              |   |
|--|--------------------|----------------|--------------|---|----------------|--------------|---|
|  |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume   |
| No. of Phases                          |                    |                |              | 2   |                |              | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0   |                |              | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0   | <i>NB --</i> 0 | <i>SB --</i> | 0   |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0   | <i>EB --</i> 0 | <i>WB --</i> | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2   |                |              | 2   |
| Override Capacity                      |                    |                |              | 0   |                |              | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 52             | 1            | 52  | 52             | 1            | 52  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 651            | 2            | 326   | 1136           | 2            | 568   |
|  | Through-Right      |                | 0            |   |                | 0            |   |
|  | Right              | 95             | 1            | 55  | 107            | 1            | 84  |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>SOUTHBOUND</b>                      | Left               | 33             | 1            | 33  | 66             | 1            | 66  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 1274           | 1            | 668   | 836            | 1            | 452   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 62             | 0            | 62  | 67             | 0            | 67  |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>EASTBOUND</b>                       | Left               | 27             | 1            | 27  | 79             | 1            | 79  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 58             | 0            | 125   | 197            | 0            | 280   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 67             | 0            | 0   | 83             | 0            | 0   |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>WESTBOUND</b>                       | Left               | 81             | 1            | 81  | 47             | 1            | 47  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 97             | 0            | 240   | 96             | 0            | 165   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 143            | 0            | 0   | 69             | 0            | 0   |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 720<br><i>East-West:</i> 267<br><i>SUM:</i> 987 |                |              | <i>North-South:</i> 634<br><i>East-West:</i> 327<br><i>SUM:</i> 961 |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |              | 0.658   |                |              | 0.641   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |              | <b>0.558</b>  |                |              | <b>0.541</b>  |
| LEVEL OF SERVICE (LOS):                |                    |                |              | <b>A</b>  |                |              | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**17**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Sunset Blvd

**Scenario:** Existing with Project Conditions

**Count Date:** Year 2016

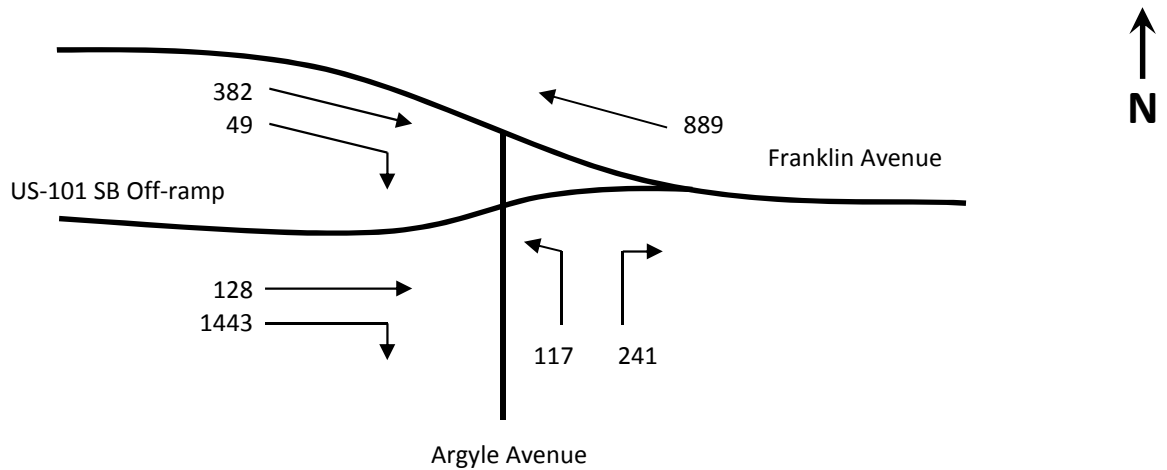
**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|--------------------|----------------|----------------|--|----------------|----------------|--|
|  |                    |                |                |  |                |                |  |
| No. of Phases                          |                    |                |                | 4  |                |                | 4  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0  |                |                | 0  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 3 | <i>SB --</i> 0 | 0  | <i>NB --</i> 3 | <i>SB --</i> 0 | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0  | <i>EB --</i> 0 | <i>WB --</i> 0 | 0  |
| Override Capacity                      |                    |                |                | 2  |                |                | 2  |
|  |                    |                |                | 0  |                |                | 0  |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>                      | Left               | 95             | 1              | 95   | 95             | 1              | 95   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 664            | 2              | 332  | 1110           | 2              | 555  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 199            | 1              | 17   | 205            | 1              | 50   |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>                      | Left               | 72             | 1              | 72   | 123            | 1              | 123  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 1169           | 1              | 642  | 910            | 1              | 519  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 114            | 0              | 114  | 127            | 0              | 127  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>                       | Left               | 49             | 1              | 49   | 78             | 1              | 78   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 786            | 2              | 289  | 1219           | 2              | 432  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 80             | 0              | 80   | 77             | 0              | 77   |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>                       | Left               | 182            | 1              | 182  | 155            | 1              | 155  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 1152           | 2              | 406  | 996            | 2              | 368  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 65             | 0              | 65   | 109            | 0              | 109  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 737<br><i>East-West:</i> 471<br><i>SUM:</i> 1208 |                |                | <i>North-South:</i> 678<br><i>East-West:</i> 587<br><i>SUM:</i> 1265 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.879  |                |                | 0.920  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | 0.779  |                |                | 0.820  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>C</b>   |                |                | <b>D</b>   |

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Existing with Project with Mitigation Conditions - AM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through: } \frac{889}{2} = 445 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{382}{2} = 191 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 128$$

$$\text{Critical Volume \#1 (CV1): } \quad \mathbf{445}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right: } \frac{117 + 241}{2} = \frac{358}{2} = 179 \quad \text{or}$$

$$\text{Northbound Right: } 241 \quad \text{or}$$

$$\text{Eastbound Right (Franklin): } 49$$

$$\text{Critical Volume \#2 (CV2): } \quad \mathbf{179}$$

$$\text{Critical Volume: } 445 + 179 = \mathbf{624}$$

$$\text{Intersection V/C: } \frac{624}{1500} = \mathbf{0.416}$$

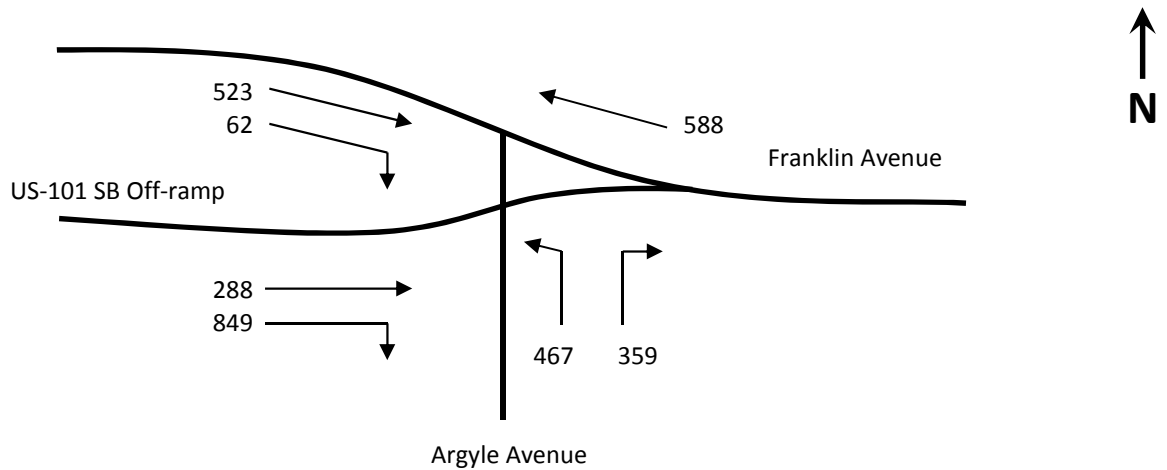
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \quad \mathbf{0.316}$$

$$\text{Intersection LOS: } \quad \mathbf{A}$$

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Existing with Project with Mitigation Conditions - PM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{588}{2} = 294 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{523}{2} = 262 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 288$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{294}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{467 + 359}{2} = \frac{826}{2} = 413 \quad \text{or}$$

$$\text{Northbound Right:} \quad 359 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 62$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{413}$$

$$\text{Critical Volume:} \quad 294 + 413 = \mathbf{707}$$

$$\text{Intersection V/C:} \quad \frac{707}{1500} = \mathbf{0.471}$$

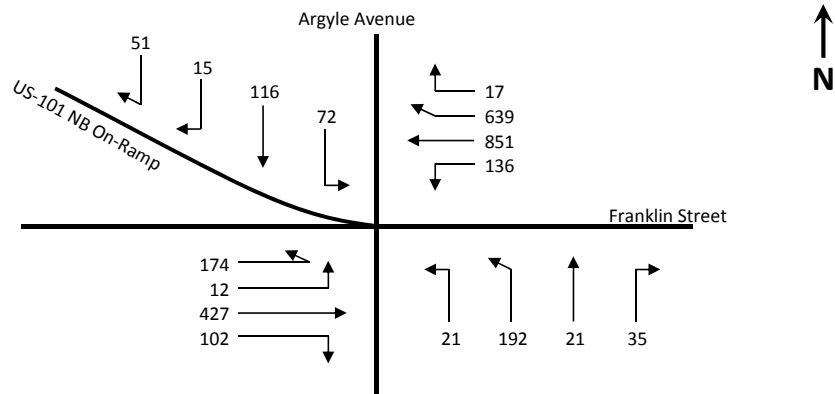
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.371}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Existing with Project with Mitigation Conditions - AM Peak Hour**



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $174 + 12 = 186$  and

Westbound Throughs + Rights:  

$$\frac{851 + 639 + 17}{2} = \frac{1507}{2} = 754$$
 or

Westbound Rights:  $639 + 17 = 656$  or

Westbound Lefts: 136 and

Eastbound Throughs:  $\frac{427}{2} = 214$  or

Eastbound Rights: 102

Critical Volume #1 (CV1): **940**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{21 + 192 + 21}{2} = \frac{234}{2} = 117$$
 or

Northbound Rights:  $35 - 0.5 \times \text{WBL} = 0$

Critical Volume #2 (CV2): **117**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 72 or

Southbound Throughs + Rights:  

$$\frac{116 + 15 + 51}{2} = \frac{182}{2} = 91$$
 or

Southbound Rights:  $15 + 51 = 66$

Critical Volume #3 (CV3): **91**

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Critical Volume:  $940 + 117 + 91 = 1148$

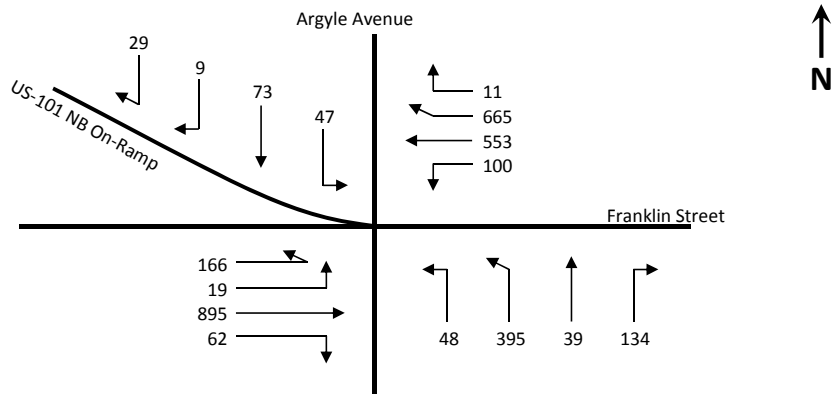
Intersection V/C:  $\frac{1148}{1375} = 0.835$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.735** **Intersection LOS: C**

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Existing with Project with Mitigation Conditions - PM Peak Hour**



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $166 + 19 = 185$  and

Westbound Throughs + Rights:  

$$\frac{553 + 665 + 11}{2} = \frac{1229}{2} = 615$$
 or

Westbound Rights:  $665 + 11 = 676$  or

Westbound Lefts: 100 and

Eastbound Throughs:  $\frac{895}{2} = 448$  or

Eastbound Rights: 62

Critical Volume #1 (CV1): **861**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{48 + 395 + 39}{2} = \frac{482}{2} = 241$$
 or

Northbound Rights:  $134 - 0.5 \times \text{WBL} = 84$

Critical Volume #2 (CV2): **241**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 47 or

Southbound Throughs + Rights:  

$$\frac{73 + 9 + 29}{2} = \frac{111}{2} = 56$$
 or

Southbound Rights:  $9 + 29 = 38$

Critical Volume #3 (CV3): **56**

---

Critical Volume:  $861 + 241 + 56 = 1158$

Intersection V/C:  $\frac{1158}{1375} = 0.842$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.742**      **Intersection LOS: C**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower Street      **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |   |
|--|-----------------------|----------------|----------------|--|----------------|----------------|---|
|  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 4<br>1<br>0<br>0<br>2<br>0   |                |                | 4<br>1<br>0<br>0<br>2<br>0  |
|  |                       | <i>NB</i> -- 1 | <i>SB</i> -- 0 |  | <i>NB</i> -- 1 | <i>SB</i> -- 0 |   |
|  |                       | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |   |
| MOVEMENT   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume   |
| <b>NORTHBOUND</b>  | ↵ Left                | 253            | 1              | 157  | 400            | 1              | 268   |
|  | ↵↔ Left-Through       |                | 1              |  |                | 1              |   |
|  | → Through             | 60             | 0              | 157  | 135            | 0              | 268   |
|  | ↗ Through-Right       |                | 0              |  |                | 0              |   |
|  | ↘ Right               | 278            | 1              | 0  | 462            | 1              | 0   |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |   |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |   |
| <b>SOUTHBOUND</b>  | ↵ Left                | 18             | 0              | 18   | 20             | 0              | 20  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |   |
|  | → Through             | 144            | 0              | 213  | 89             | 0              | 123   |
|  | ↗ Through-Right       |                | 0              |  |                | 0              |   |
|  | ↘ Right               | 51             | 0              | 0  | 14             | 0              | 0   |
|  | ↗↔ Left-Through-Right |                | 1              |  |                | 1              |   |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |   |
| <b>EASTBOUND</b>   | ↵ Left                | 9              | 1              | 9  | 15             | 1              | 15  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |   |
|  | → Through             | 486            | 1              | 272  | 940            | 1              | 494   |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |   |
|  | ↘ Right               | 58             | 0              | 58   | 48             | 0              | 48  |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |   |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |   |
| <b>WESTBOUND</b>   | ↵ Left                | 196            | 1              | 196  | 109            | 1              | 109   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |   |
|  | → Through             | 1244           | 1              | 625  | 898            | 1              | 458   |
|  | ↗ Through-Right       |                | 1              |  |                | 1              |   |
|  | ↘ Right               | 5              | 0              | 5  | 18             | 0              | 18  |
|  | ↗↔ Left-Through-Right |                | 0              |  |                | 0              |   |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |   |
| <b>CRITICAL VOLUMES</b>  |                       |                |                | <i>North-South:</i> 370<br><i>East-West:</i> 634<br><i>SUM:</i> 1004 |                |                | <i>North-South:</i> 391<br><i>East-West:</i> 603<br><i>SUM:</i> 994 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                |                | 0.730  |                |                | 0.723   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                |                | <b>0.630</b>   |                |                | <b>0.623</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                |                | <b>B</b>   |                |                | <b>B</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 101 **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016 **Analyst:** GTC **Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 3                       |                |                | 3                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 3 | 3                       | <i>NB --</i> 0 | <i>SB --</i> 3 | 3                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 10             | 0              | 10                      | 22             | 0              | 22                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 45             | 0              | 87                      | 48             | 0              | 95                      |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 32             | 0              | 0                       | 25             | 0              | 0                       |
|  | Left-Through-Right |                | 1              |                         |                | 1              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 174            | 0              | 174                     | 212            | 0              | 212                     |
|  | Left-Through       |                | 1              |                         |                | 1              |                         |
|  | Through            | 0              | 0              | 174                     | 1              | 0              | 213                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 165            | 1              | 73                      | 190            | 1              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 92             | 1              | 92                      | 193            | 1              | 193                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 707            | 1              | 357                     | 1137           | 1              | 571                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 6              | 0              | 6                       | 4              | 0              | 4                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 3              | 1              | 3                       | 5              | 1              | 5                       |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1290           | 1              | 702                     | 881            | 1              | 526                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 113            | 0              | 113                     | 171            | 0              | 171                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 261 |                |                | <i>North-South:</i> 307 |
|  |                    |                |                | <i>East-West:</i> 794   |                |                | <i>East-West:</i> 719   |
|  |                    |                |                | <b>SUM:</b> 1055        |                |                | <b>SUM:</b> 1026        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.740                   |                |                | 0.720                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.640</b>            |                |                | <b>0.620</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>B</b>                |                |                | <b>B</b>                |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue      **East-West Street:** Franklin Avenue  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 2<br>0<br>0<br>0<br>2<br>0   |                |                | 2<br>0<br>0<br>0<br>2<br>0   |
|  |                       | <i>NB</i> -- 0 | <i>SB</i> -- 0 |  | <i>NB</i> -- 0 | <i>SB</i> -- 0 |  |
|  |                       | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 32             | 0              | 32   | 44             | 0              | 44   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 111            | 0              | 240  | 146            | 0              | 419  |
|  | ↘ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 97             | 0              | 0  | 229            | 0              | 0  |
|  | ↘↔ Left-Through-Right |                | 1              |  |                | 1              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 81             | 0              | 81   | 94             | 0              | 94   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 162            | 0              | 337  | 123            | 0              | 313  |
|  | ↘ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 94             | 0              | 0  | 96             | 0              | 0  |
|  | ↘↔ Left-Through-Right |                | 1              |  |                | 1              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | ↵ Left                | 83             | 1              | 83   | 121            | 1              | 121  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 688            | 1              | 394  | 1119           | 1              | 589  |
|  | ↘ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 100            | 0              | 100  | 58             | 0              | 58   |
|  | ↘↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | ↵ Left                | 184            | 1              | 184  | 117            | 1              | 117  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1148           | 1              | 600  | 882            | 1              | 465  |
|  | ↘ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 52             | 0              | 52   | 48             | 0              | 48   |
|  | ↘↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                       |                |                | <i>North-South:</i> 369<br><i>East-West:</i> 683<br><i>SUM:</i> 1052 |                |                | <i>North-South:</i> 513<br><i>East-West:</i> 706<br><i>SUM:</i> 1219 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                |                | 0.701  |                |                | 0.813  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                |                | <b>0.601</b>   |                |                | <b>0.713</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                |                | <b>B</b>   |                |                | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Yucca St

**Scenario:** Existing with Project with Mitigation Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |   | PM PEAK HOUR   |              |   |
|--|--------------------|----------------|--------------|---|----------------|--------------|---|
|  |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume   |
| No. of Phases                          |                    |                |              | 2   |                |              | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0   |                |              | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0   | <i>NB --</i> 0 | <i>SB --</i> | 0   |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0   | <i>EB --</i> 0 | <i>WB --</i> | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2   |                |              | 2   |
| Override Capacity                      |                    |                |              | 0   |                |              | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 71             | 1            | 71  | 213            | 1            | 213   |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 353            | 1            | 254   | 751            | 1            | 488   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 155            | 0            | 155   | 224            | 0            | 224   |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>SOUTHBOUND</b>                      | Left               | 99             | 1            | 99  | 38             | 1            | 38  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 1028           | 1            | 681   | 828            | 1            | 435   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 334            | 0            | 334   | 42             | 0            | 42  |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>EASTBOUND</b>                       | Left               | 5              | 1            | 5   | 51             | 1            | 51  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 60             | 1            | 60  | 136            | 1            | 136   |
|  | Through-Right      |                | 0            |   |                | 0            |   |
|  | Right              | 43             | 1            | 8   | 50             | 1            | 0   |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>WESTBOUND</b>                       | Left               | 83             | 1            | 83  | 56             | 1            | 56  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 133            | 1            | 70  | 77             | 1            | 44  |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 7              | 0            | 7   | 11             | 0            | 11  |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 752<br><i>East-West:</i> 143<br><i>SUM:</i> 895 |                |              | <i>North-South:</i> 648<br><i>East-West:</i> 192<br><i>SUM:</i> 840 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.597   |                |              | 0.560   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.497</b>  |                |              | <b>0.460</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>A</b>  |                |              | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Yucca St  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |  | AM PEAK HOUR |              |   | PM PEAK HOUR   |              |   |
|--|--|--------------|--------------|---|--|--------------|---|
|  |  | Volume       | No. of Lanes | Lane Volume   | Volume   | No. of Lanes | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>1<br>0<br>2<br>0  |  |              | 2<br>0<br>1<br>0<br>2<br>0  |
|  | <i>NB --</i> 0 <i>SB --</i> 1<br><i>EB --</i> 0 <i>WB --</i> 0 |              |              |   | <i>NB --</i> 0 <i>SB --</i> 1<br><i>EB --</i> 0 <i>WB --</i> 0 |              |   |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume   | Volume   | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>  | Left   | 9            | 0            | 9   | 23   | 0            | 23  |
|  | Left-Through   |              | 1            |   |  | 1            |   |
|  | Through  | 141          | 0            | 78  | 428  | 0            | 235   |
|  | Through-Right  |              | 1            |   |  | 1            |   |
|  | Right  | 5            | 0            | 78  | 18   | 0            | 235   |
|  | Left-Through-Right   |              | 0            |   |  | 0            |   |
|  | Left-Right   |              | 0            |   |  | 0            |   |
| <b>SOUTHBOUND</b>  | Left   | 3            | 0            | 3   | 9  | 0            | 9   |
|  | Left-Through   |              | 1            |   |  | 1            |   |
|  | Through  | 204          | 0            | 104   | 110  | 0            | 64  |
|  | Through-Right  |              | 1            |   |  | 1            |   |
|  | Right  | 1            | 1            | 0   | 1  | 1            | 0   |
|  | Left-Through-Right   |              | 0            |   |  | 0            |   |
|  | Left-Right   |              | 0            |   |  | 0            |   |
| <b>EASTBOUND</b>   | Left   | 152          | 1            | 152   | 254  | 1            | 254   |
|  | Left-Through   |              | 0            |   |  | 0            |   |
|  | Through  | 22           | 1            | 22  | 85   | 1            | 85  |
|  | Through-Right  |              | 0            |   |  | 0            |   |
|  | Right  | 117          | 1            | 117   | 63   | 1            | 63  |
|  | Left-Through-Right   |              | 0            |   |  | 0            |   |
|  | Left-Right   |              | 0            |   |  | 0            |   |
| <b>WESTBOUND</b>   | Left   | 38           | 1            | 38  | 8  | 1            | 8   |
|  | Left-Through   |              | 0            |   |  | 0            |   |
|  | Through  | 141          | 0            | 176   | 59   | 0            | 135   |
|  | Through-Right  |              | 1            |   |  | 1            |   |
|  | Right  | 35           | 0            | 0   | 76   | 0            | 0   |
|  | Left-Through-Right   |              | 0            |   |  | 0            |   |
|  | Left-Right   |              | 0            |   |  | 0            |   |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 113<br><i>East-West:</i> 328<br><b>SUM:</b> 441 |  |              | <i>North-South:</i> 244<br><i>East-West:</i> 389<br><b>SUM:</b> 633 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.294   |  |              | 0.422   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.194</b>  |  |              | <b>0.322</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>A</b>  |  |              | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 15             | 0            | 15                      | 4              | 0            | 0                       |
|  | Left-Through       |                | 1            |                         |                | 0            |                         |
|  | Through            | 615            | 0            | 369                     | 794            | 1            | 443                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 33             | 0            | 369                     | 92             | 0            | 92                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 28             | 0            | 28                      | 4              | 0            | 0                       |
|  | Left-Through       |                | 1            |                         |                | 0            |                         |
|  | Through            | 1180           | 0            | 810                     | 766            | 1            | 433                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 327            | 0            | 810                     | 100            | 0            | 100                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 38             | 1            | 38                      | 63             | 1            | 63                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 519            | 1            | 276                     | 881            | 1            | 455                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 32             | 0            | 32                      | 28             | 0            | 28                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 76             | 1            | 76                      | 43             | 1            | 43                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 984            | 2            | 492                     | 747            | 2            | 374                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 34             | 1            | 34                      | 83             | 1            | 83                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 825 |                |              | <i>North-South:</i> 443 |
|  |                    |                |              | <i>East-West:</i> 530   |                |              | <i>East-West:</i> 498   |
|  |                    |                |              | <b>SUM:</b> 1355        |                |              | <b>SUM:</b> 941         |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |              | 0.903                   |                |              | 0.627                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |              | <b>0.803</b>            |                |              | <b>0.527</b>            |
| LEVEL OF SERVICE (LOS):                |                    |                |              | <b>D</b>                |                |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Ivar Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project with Mitigation Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |   | PM PEAK HOUR   |                |   |
|--|--------------------|----------------|----------------|---|----------------|----------------|---|
|  |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| No. of Phases                          |                    |                |                | 2   |                |                | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0   |                |                | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0   | <i>NB --</i> 0 | <i>SB --</i> 0 | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0   | <i>EB --</i> 0 | <i>WB --</i> 0 | 0   |
| Override Capacity                      |                    |                |                | 2   |                |                | 2   |
|  |                    |                |                | 0   |                |                | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume   | Volume         | No. of Lanes   | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 8              | 0              | 8   | 29             | 0              | 29  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 57             | 0              | 102   | 211            | 0              | 345   |
|  | Through-Right      |                | 0              |   |                | 0              |   |
|  | Right              | 37             | 0              | 0   | 105            | 0              | 0   |
|  | Left-Through-Right |                | 1              |   |                | 1              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>SOUTHBOUND</b>                      | Left               | 11             | 0              | 11  | 10             | 0              | 10  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 233            | 0              | 370   | 44             | 0              | 71  |
|  | Through-Right      |                | 0              |   |                | 0              |   |
|  | Right              | 126            | 0              | 0   | 17             | 0              | 0   |
|  | Left-Through-Right |                | 1              |   |                | 1              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>EASTBOUND</b>                       | Left               | 18             | 1              | 18  | 26             | 1              | 26  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 546            | 1              | 283   | 892            | 1              | 460   |
|  | Through-Right      |                | 1              |   |                | 1              |   |
|  | Right              | 20             | 0              | 20  | 27             | 0              | 27  |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>WESTBOUND</b>                       | Left               | 77             | 1              | 77  | 51             | 1              | 51  |
|  | Left-Through       |                | 0              |   |                | 0              |   |
|  | Through            | 1078           | 1              | 560   | 710            | 1              | 373   |
|  | Through-Right      |                | 1              |   |                | 1              |   |
|  | Right              | 41             | 0              | 41  | 35             | 0              | 35  |
|  | Left-Through-Right |                | 0              |   |                | 0              |   |
|  | Left-Right         |                | 0              |   |                | 0              |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 378<br><i>East-West:</i> 578<br><i>SUM:</i> 956 |                |                | <i>North-South:</i> 355<br><i>East-West:</i> 511<br><i>SUM:</i> 866 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.637   |                |                | 0.577   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.537</b>  |                |                | <b>0.477</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>A</b>  |                |                | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Hollywood Blvd

**Scenario:** Existing with Project with Mitigation Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 3                       |                |              | 3                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 3 | <i>WB --</i> | 0                       | <i>EB --</i> 3 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 90             | 1            | 90                      | 116            | 1            | 116                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 541            | 2            | 271                     | 1051           | 2            | 526                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 165            | 1            | 115                     | 219            | 1            | 184                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 40             | 1            | 40                      | 63             | 1            | 63                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1017           | 1            | 559                     | 777            | 1            | 425                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 101            | 0            | 101                     | 72             | 0            | 72                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 42             | 1            | 42                      | 61             | 1            | 61                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 484            | 2            | 242                     | 898            | 2            | 449                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 5              | 1            | 0                       | 15             | 1            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 101            | 1            | 101                     | 70             | 1            | 70                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1027           | 1            | 532                     | 668            | 1            | 389                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 36             | 0            | 36                      | 109            | 0            | 109                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 649 |                |              | <i>North-South:</i> 589 |
|  |                    |                |              | <i>East-West:</i> 574   |                |              | <i>East-West:</i> 519   |
|  |                    |                |              | <b>SUM:</b> 1223        |                |              | <b>SUM:</b> 1108        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.858                   |                |              | 0.778                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.758</b>            |                |              | <b>0.678</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>C</b>                |                |              | <b>B</b>                |

\*\*The final V/C ratio does not account for the 0.01 V/C ratio improvement with implementation of the TSM improvements.



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR       |                    |   | PM PEAK HOUR  |                    |                            |
|--|--------------------|--------------------|--------------------|---|---|--------------------|----------------------------|
|  |                    | Volume             | No. of Lanes       | Lane Volume   | Volume  | No. of Lanes       | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |   |                    | 2<br>0<br>0<br>0<br>2<br>0 |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   | NB -- 0<br>EB -- 0  | SB -- 0<br>WB -- 0 |                            |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume   | Volume  | No. of Lanes       | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 31                 | 1                  | 31  | 37  | 1                  | 37                         |
|  | Left-Through       |                    | 0                  |   |   | 0                  |                            |
|  | Through            | 80                 | 1                  | 80  | 284   | 1                  | 284                        |
|  | Through-Right      |                    | 0                  |   |   | 0                  |                            |
|  | Right              | 40                 | 1                  | 0   | 44  | 1                  | 10                         |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>SOUTHBOUND</b>  | Left               | 55                 | 1                  | 55  | 36  | 1                  | 36                         |
|  | Left-Through       |                    | 0                  |   |   | 0                  |                            |
|  | Through            | 223                | 1                  | 223   | 123   | 1                  | 123                        |
|  | Through-Right      |                    | 0                  |   |   | 0                  |                            |
|  | Right              | 45                 | 1                  | 8   | 65  | 1                  | 10                         |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>EASTBOUND</b>   | Left               | 75                 | 1                  | 75  | 110   | 1                  | 110                        |
|  | Left-Through       |                    | 0                  |   |   | 0                  |                            |
|  | Through            | 512                | 2                  | 256   | 927   | 2                  | 464                        |
|  | Through-Right      |                    | 0                  |   |   | 0                  |                            |
|  | Right              | 124                | 1                  | 109   | 168   | 1                  | 150                        |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>WESTBOUND</b>   | Left               | 180                | 1                  | 180   | 68  | 1                  | 68                         |
|  | Left-Through       |                    | 0                  |   |   | 0                  |                            |
|  | Through            | 1052               | 1                  | 553   | 722   | 1                  | 434                        |
|  | Through-Right      |                    | 1                  |   |   | 1                  |                            |
|  | Right              | 53                 | 0                  | 53  | 145   | 0                  | 145                        |
|  | Left-Through-Right |                    | 0                  |   |   | 0                  |                            |
|  | Left-Right         |                    | 0                  |   |   | 0                  |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <i>North-South:</i> 254<br><i>East-West:</i> 628<br><b>SUM:</b> 882 | <i>North-South:</i> 320<br><i>East-West:</i> 544<br><b>SUM:</b> 864 |                    |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.588   |   |                    | 0.576                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.488</b>  |   |                    | <b>0.476</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>A</b>  |   |                    | <b>A</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower St      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR |              |   |
|--|--|--------------|--------------|--|--------------|--------------|---|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume       | No. of Lanes | Lane Volume   |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |              |              | 2<br>0<br>0<br>0<br>2<br>0  |
|  | <i>NB --</i> 0 <i>SB --</i> 0 <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 <i>EB --</i> 0 <i>WB --</i> 0 |              |              |  |              |              |   |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume       | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>  | Left   | 46           | 1            | 46   | 71           | 1            | 71  |
|  | Left-Through   |              | 0            |  |              | 0            |   |
|  | Through  | 290          | 1            | 172  | 591          | 1            | 344   |
|  | Through-Right  |              | 1            |  |              | 1            |   |
|  | Right  | 53           | 0            | 53   | 97           | 0            | 97  |
|  | Left-Through-Right   |              | 0            |  |              | 0            |   |
|  | Left-Right   |              | 0            |  |              | 0            |   |
| <b>SOUTHBOUND</b>  | Left   | 56           | 1            | 56   | 45           | 1            | 45  |
|  | Left-Through   |              | 0            |  |              | 0            |   |
|  | Through  | 423          | 1            | 423  | 372          | 1            | 372   |
|  | Through-Right  |              | 0            |  |              | 0            |   |
|  | Right  | 387          | 1            | 367  | 135          | 1            | 92  |
|  | Left-Through-Right   |              | 0            |  |              | 0            |   |
|  | Left-Right   |              | 0            |  |              | 0            |   |
| <b>EASTBOUND</b>   | Left   | 40           | 1            | 40   | 87           | 1            | 87  |
|  | Left-Through   |              | 0            |  |              | 0            |   |
|  | Through  | 536          | 1            | 284  | 898          | 1            | 478   |
|  | Through-Right  |              | 1            |  |              | 1            |   |
|  | Right  | 31           | 0            | 31   | 58           | 0            | 58  |
|  | Left-Through-Right   |              | 0            |  |              | 0            |   |
|  | Left-Right   |              | 0            |  |              | 0            |   |
| <b>WESTBOUND</b>   | Left   | 68           | 1            | 68   | 68           | 1            | 68  |
|  | Left-Through   |              | 0            |  |              | 0            |   |
|  | Through  | 1148         | 1            | 586  | 745          | 1            | 408   |
|  | Through-Right  |              | 1            |  |              | 1            |   |
|  | Right  | 24           | 0            | 24   | 70           | 0            | 70  |
|  | Left-Through-Right   |              | 0            |  |              | 0            |   |
|  | Left-Right   |              | 0            |  |              | 0            |   |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 469<br><i>East-West:</i> 626<br><i>SUM:</i> 1095 |              |              | <i>North-South:</i> 443<br><i>East-West:</i> 546<br><i>SUM:</i> 989 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.730  |              |              | 0.659   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.630</b>   |              |              | <b>0.559</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>B</b>   |              |              | <b>A</b>  |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                       | AM PEAK HOUR       |                    |  | PM PEAK HOUR       |                    |  |
|--|-----------------------|--------------------|--------------------|--|--------------------|--------------------|--|
|  |                       | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |
|  |                       | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  |
| MOVEMENT   |                       | Volume             | No. of Lanes       | Lane Volume  | Volume             | No. of Lanes       | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 38                 | 1                  | 38   | 78                 | 1                  | 78   |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 133                | 0                  | 278  | 316                | 0                  | 472  |
|  | ↵↔ Through-Right      |                    | 1                  |  |                    | 1                  |  |
|  | ↵ Right               | 145                | 0                  | 0  | 156                | 0                  | 0  |
|  | ↵↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
|  | ↵↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 92                 | 0                  | 92   | 73                 | 0                  | 73   |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 303                | 0                  | 486  | 189                | 0                  | 338  |
|  | ↵↔ Through-Right      |                    | 0                  |  |                    | 0                  |  |
|  | ↵ Right               | 91                 | 0                  | 0  | 76                 | 0                  | 0  |
|  | ↵↔ Left-Through-Right |                    | 1                  |  |                    | 1                  |  |
|  | ↵↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>EASTBOUND</b>   | ↵ Left                | 22                 | 1                  | 22   | 72                 | 1                  | 72   |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 513                | 1                  | 289  | 953                | 1                  | 502  |
|  | ↵↔ Through-Right      |                    | 1                  |  |                    | 1                  |  |
|  | ↵ Right               | 64                 | 0                  | 64   | 51                 | 0                  | 51   |
|  | ↵↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
|  | ↵↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>WESTBOUND</b>   | ↵ Left                | 157                | 1                  | 157  | 83                 | 1                  | 83   |
|  | ↵↔ Left-Through       |                    | 0                  |  |                    | 0                  |  |
|  | → Through             | 1053               | 1                  | 545  | 593                | 1                  | 321  |
|  | ↵↔ Through-Right      |                    | 1                  |  |                    | 1                  |  |
|  | ↵ Right               | 37                 | 0                  | 37   | 48                 | 0                  | 48   |
|  | ↵↔ Left-Through-Right |                    | 0                  |  |                    | 0                  |  |
|  | ↵↔ Left-Right         |                    | 0                  |  |                    | 0                  |  |
| <b>CRITICAL VOLUMES</b>  |                       |                    |                    | <i>North-South:</i> 524<br><i>East-West:</i> 567<br><i>SUM:</i> 1091 |                    |                    | <i>North-South:</i> 545<br><i>East-West:</i> 585<br><i>SUM:</i> 1130 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                    |                    | 0.727  |                    |                    | 0.753  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                    |                    | <b>0.627</b>   |                    |                    | <b>0.653</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                    |                    | <b>B</b>   |                    |                    | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



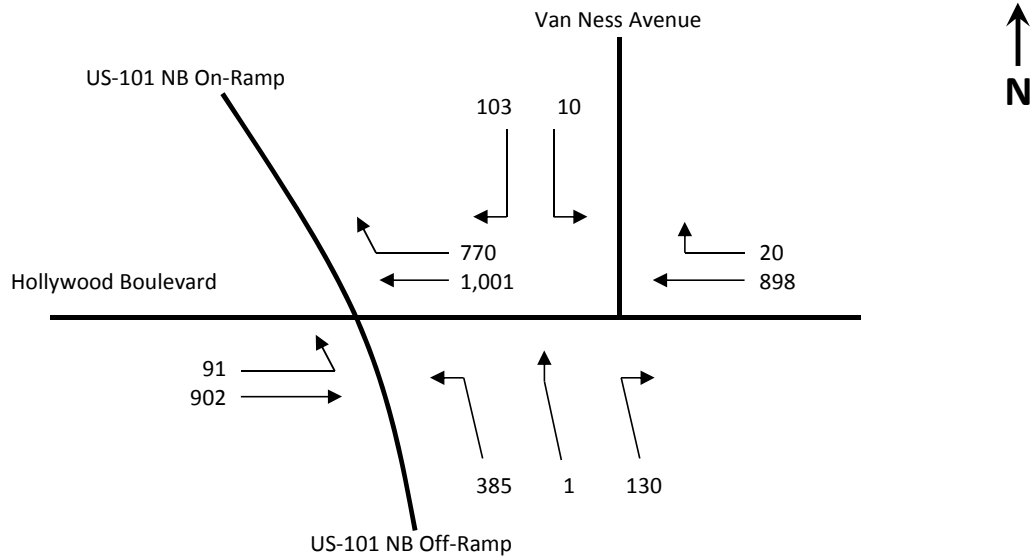
**I/S #:**  
**14**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                        | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|------------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                        | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                        |              |              | 3                       |              |              | 3                       |
|  |                        |              |              | 0                       |              |              | 0                       |
|  |                        | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
|  |                        | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
|  |                        |              |              | 2                       |              |              | 2                       |
|  |                        |              |              | 0                       |              |              | 0                       |
| MOVEMENT   |                        | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>  | ↵ Left                 | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | →↔ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right                | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>  | ↵ Left                 | 499          | 1            | 323                     | 506          | 1            | 294                     |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 4            | 0            | 323                     | 13           | 0            | 294                     |
|  | →↔ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right                | 142          | 0            | 0                       | 68           | 0            | 0                       |
|  | ↵↔↘ Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | ↘↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>   | ↵ Left                 | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 475          | 2            | 238                     | 899          | 2            | 450                     |
|  | →↔ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right                | 189          | 1            | 189                     | 243          | 1            | 243                     |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>   | ↵ Left                 | 38           | 1            | 38                      | 21           | 1            | 21                      |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 1321         | 2            | 661                     | 976          | 2            | 488                     |
|  | →↔ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right                | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>  |                        |              |              | <i>North-South:</i> 323 |              |              | <i>North-South:</i> 294 |
|  |                        |              |              | <i>East-West:</i> 661   |              |              | <i>East-West:</i> 488   |
|  |                        |              |              | <b>SUM:</b> 984         |              |              | <b>SUM:</b> 782         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                        |              |              | 0.691                   |              |              | 0.549                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                        |              |              | <b>0.591</b>            |              |              | <b>0.449</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>   |                        |              |              | <b>A</b>                |              |              | <b>A</b>                |

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Existing with Project with Mitigation Conditions - AM Peak Hour



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                           |                   |   |     |            |
|---------------------------|-------------------|---|-----|------------|
| Eastbound Lefts:          | 91                |   |     | <u>and</u> |
| Westbound Throughs:       | $\frac{1,001}{2}$ | = | 501 | <u>or</u>  |
| Westbound Rights:         | 770               |   |     | <u>or</u>  |
| Eastbound Throughs:       | $\frac{902}{2}$   | = | 451 |            |
| Critical Volume #1 (CV1): | <b>861</b>        |   |     |            |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                               |            |   |      |   |     |           |
|-------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:             | 385        | * | 0.55 | = | 212 | <u>or</u> |
| Northbound Throughs + Rights: | 1          | + | 130  | = | 131 |           |
| Critical Volume #2 (CV2):     | <b>212</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

|                           |            |  |  |           |
|---------------------------|------------|--|--|-----------|
| Southbound Lefts:         | 10         |  |  | <u>or</u> |
| Southbound Rights:        | 103        |  |  |           |
| Critical Volume #3 (CV3): | <b>103</b> |  |  |           |

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Critical Volume: 861 + 212 + 103 = **1,176**

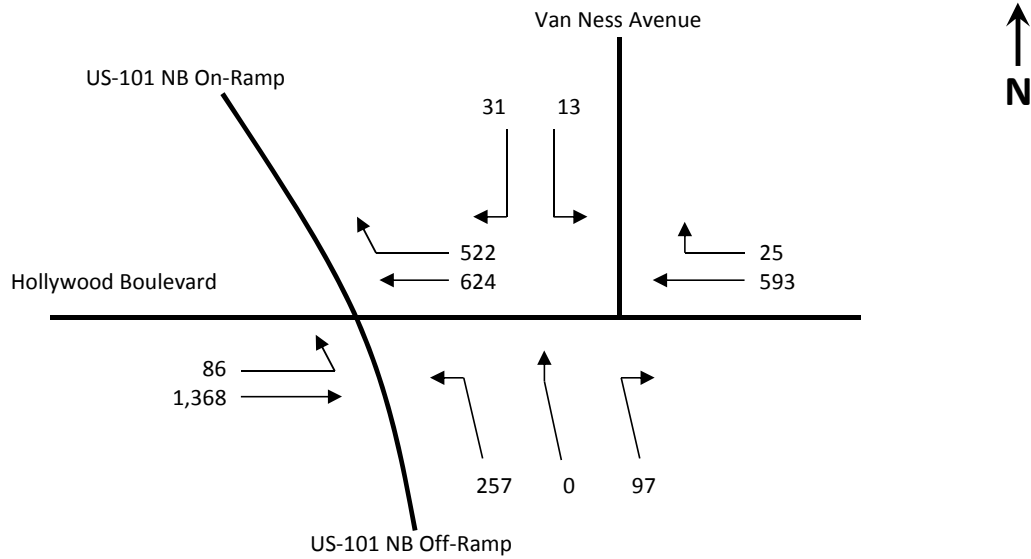
Intersection V/C:  $\frac{1,176}{1,425} = \mathbf{0.825}$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.725**                      **Intersection LOS: C**

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Existing with Project with Mitigation Conditions - PM Peak Hour



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |            |           |
|----------------------------------|-------------------|---|------------|-----------|
| Eastbound Lefts:                 | 86                |   | <u>and</u> |           |
| Westbound Throughs:              | $\frac{624}{2}$   | = | 312        | <u>or</u> |
| Westbound Rights:                | 522               |   |            | <u>or</u> |
| Eastbound Throughs:              | $\frac{1,368}{2}$ | = | 684        |           |
| <b>Critical Volume #1 (CV1):</b> | <b>684</b>        |   |            |           |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 257        | * | 0.55 | = | 141 | <u>or</u> |
| Northbound Throughs + Rights:    | 0          | + | 97   | = | 97  |           |
| <b>Critical Volume #2 (CV2):</b> | <b>141</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

|                                  |           |  |  |  |           |
|----------------------------------|-----------|--|--|--|-----------|
| Southbound Lefts:                | 13        |  |  |  | <u>or</u> |
| Southbound Rights:               | 31        |  |  |  |           |
| <b>Critical Volume #3 (CV3):</b> | <b>31</b> |  |  |  |           |

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|                                |                     |   |              |   |                          |          |            |
|--------------------------------|---------------------|---|--------------|---|--------------------------|----------|------------|
| Critical Volume:               | 684                 | + | 141          | + | 31                       | =        | <b>856</b> |
| Intersection V/C:              | $\frac{856}{1,425}$ | = | <b>0.601</b> |   |                          |          |            |
| ATSAC/ATCS Credit:             | 0.10                |   |              |   |                          |          |            |
| <b>Final intersection V/C:</b> | <b>0.501</b>        |   |              |   | <b>Intersection LOS:</b> | <b>A</b> |            |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Selma Ave

**Scenario:** Existing with Project with Mitigation Conditions

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Jun-16

|  |                    | AM PEAK HOUR   |              |   | PM PEAK HOUR   |              |   |
|--|--------------------|----------------|--------------|---|----------------|--------------|---|
|  |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume   |
| No. of Phases                          |                    |                |              | 2   |                |              | 2   |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0   |                |              | 0   |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0   | <i>NB --</i> 0 | <i>SB --</i> | 0   |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0   | <i>EB --</i> 0 | <i>WB --</i> | 0   |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2   |                |              | 2   |
| Override Capacity                      |                    |                |              | 0   |                |              | 0   |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>                      | Left               | 52             | 1            | 52  | 52             | 1            | 52  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 650            | 2            | 325   | 1135           | 2            | 568   |
|  | Through-Right      |                | 0            |   |                | 0            |   |
|  | Right              | 95             | 1            | 55  | 107            | 1            | 84  |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>SOUTHBOUND</b>                      | Left               | 33             | 1            | 33  | 66             | 1            | 66  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 1273           | 1            | 668   | 835            | 1            | 451   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 62             | 0            | 62  | 67             | 0            | 67  |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>EASTBOUND</b>                       | Left               | 27             | 1            | 27  | 79             | 1            | 79  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 58             | 0            | 125   | 197            | 0            | 280   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 67             | 0            | 0   | 83             | 0            | 0   |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>WESTBOUND</b>                       | Left               | 81             | 1            | 81  | 47             | 1            | 47  |
|  | Left-Through       |                | 0            |   |                | 0            |   |
|  | Through            | 97             | 0            | 240   | 96             | 0            | 165   |
|  | Through-Right      |                | 1            |   |                | 1            |   |
|  | Right              | 143            | 0            | 0   | 69             | 0            | 0   |
|  | Left-Through-Right |                | 0            |   |                | 0            |   |
|  | Left-Right         |                | 0            |   |                | 0            |   |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 720<br><i>East-West:</i> 267<br><i>SUM:</i> 987 |                |              | <i>North-South:</i> 634<br><i>East-West:</i> 327<br><i>SUM:</i> 961 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.658   |                |              | 0.641   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.558</b>  |                |              | <b>0.541</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>A</b>  |                |              | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



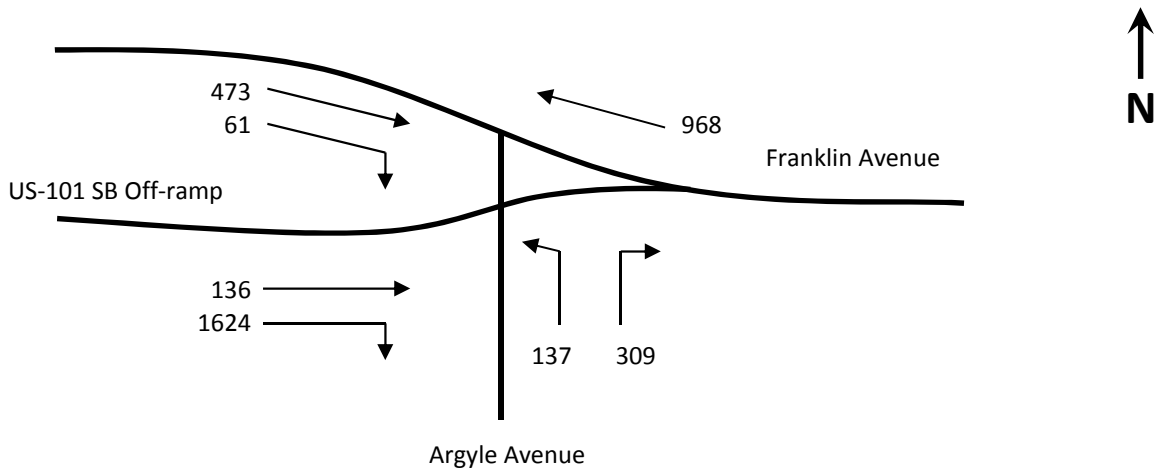
**I/S #:**  
**17**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St      **East-West Street:** Sunset Blvd  
**Scenario:** Existing with Project with Mitigation Conditions  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Jun-16

|  |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|--------------------|----------------|----------------|--|----------------|----------------|--|
|  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 4<br>0<br>0<br>0<br>2<br>0   |                |                | 4<br>0<br>0<br>0<br>2<br>0   |
|  |                    | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  |
|  |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | Left               | 95             | 1              | 95   | 95             | 1              | 95   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 663            | 2              | 332  | 1110           | 2              | 555  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 199            | 1              | 17   | 205            | 1              | 50   |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | Left               | 72             | 1              | 72   | 123            | 1              | 123  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 1169           | 1              | 642  | 910            | 1              | 519  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 114            | 0              | 114  | 127            | 0              | 127  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | Left               | 49             | 1              | 49   | 78             | 1              | 78   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 786            | 2              | 289  | 1219           | 2              | 432  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 80             | 0              | 80   | 77             | 0              | 77   |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | Left               | 182            | 1              | 182  | 155            | 1              | 155  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 1152           | 2              | 406  | 996            | 2              | 368  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 65             | 0              | 65   | 109            | 0              | 109  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                    |                |                | <i>North-South:</i> 737<br><i>East-West:</i> 471<br><i>SUM:</i> 1208 |                |                | <i>North-South:</i> 678<br><i>East-West:</i> 587<br><i>SUM:</i> 1265 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                |                | 0.879  |                |                | 0.920  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                |                | <b>0.779</b>   |                |                | <b>0.820</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                |                | <b>C</b>   |                |                | <b>D</b>   |

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future without Project Conditions (Year 2022) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through: } \frac{968}{2} = 484 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{473}{2} = 237 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 136$$

$$\text{Critical Volume \#1 (CV1): } \quad \mathbf{484}$$

- 2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right: } \frac{137 + 309}{2} = \frac{446}{2} = 223 \quad \text{or}$$

$$\text{Northbound Right: } 309 \quad \text{or}$$

$$\text{Eastbound Right (Franklin): } 61$$

$$\text{Critical Volume \#2 (CV2): } \quad \mathbf{223}$$

$$\text{Critical Volume: } 484 + 223 = \mathbf{707}$$

$$\text{Intersection V/C: } \frac{707}{1500} = \mathbf{0.471}$$

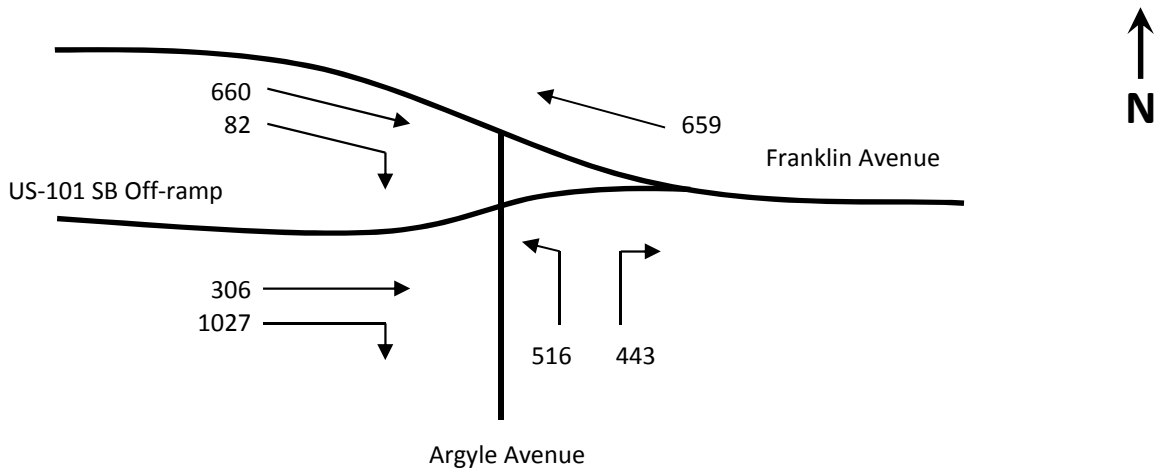
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \quad \mathbf{0.371}$$

$$\text{Intersection LOS: } \quad \mathbf{A}$$

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future without Project Conditions (Year 2022) - PM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{659}{2} = 330 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{660}{2} = 330 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 306$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{330}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{516 + 443}{2} = \frac{959}{2} = 480 \quad \text{or}$$

$$\text{Northbound Right:} \quad 443 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 82$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{480}$$

$$\text{Critical Volume:} \quad 330 + 480 = \mathbf{810}$$

$$\text{Intersection V/C:} \quad \frac{810}{1500} = \mathbf{0.54}$$

$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

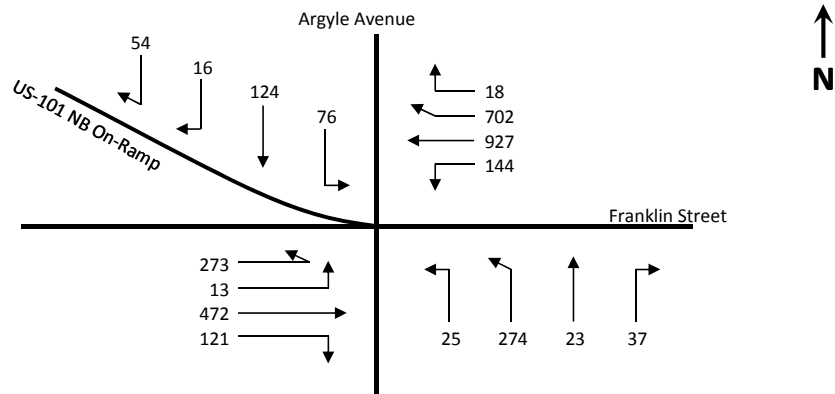
$$\text{Final intersection V/C:} \quad \mathbf{0.440}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$



**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future without Project Conditions (Year 2022) - AM Peak Hour**



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $273 + 13 = 286$  and

Westbound Throughs + Rights:  

$$\frac{927 + 702 + 18}{2} = \frac{1647}{2} = 824$$
 or

Westbound Rights:  $702 + 18 = 720$  or

Westbound Lefts:  $144$  and

Eastbound Throughs:  $\frac{472}{2} = 236$  or

Eastbound Rights:  $121$

Critical Volume #1 (CV1): **1110**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{25 + 274 + 23}{2} = \frac{322}{2} = 161$$
 or

Northbound Rights:  $37 - 0.5 \cdot \text{WBL} = 0$

Critical Volume #2 (CV2): **161**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts:  $76$  or

Southbound Throughs + Rights:  

$$\frac{124 + 16 + 54}{2} = \frac{194}{2} = 97$$
 or

Southbound Rights:  $16 + 54 = 70$

Critical Volume #3 (CV3): **97**

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Critical Volume:  $1110 + 161 + 97 = 1368$

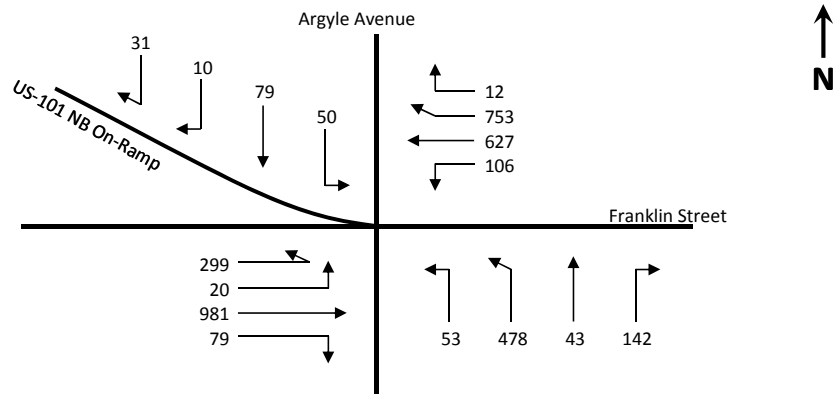
Intersection V/C:  $\frac{1368}{1375} = 0.995$

ATSAC/ATCS Credit:  $0.10$

**Final intersection V/C: 0.895                      Intersection LOS: D**

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future without Project Conditions (Year 2022) - PM Peak Hour**



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $299 + 20 = 319$  and

Westbound Throughs + Rights:  

$$\frac{627 + 753 + 12}{2} = \frac{1392}{2} = 696$$
 or

Westbound Rights:  $753 + 12 = 765$  or

Westbound Lefts:  $106$  and

Eastbound Throughs:  $\frac{981}{2} = 491$  or

Eastbound Rights:  $79$

Critical Volume #1 (CV1): **1084**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{53 + 478 + 43}{2} = \frac{574}{2} = 287$$
 or

Northbound Rights:  $142 - 0.5 \times \text{WBL} = 89$

Critical Volume #2 (CV2): **287**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts:  $50$  or

Southbound Throughs + Rights:  

$$\frac{79 + 10 + 31}{2} = \frac{120}{2} = 60$$
 or

Southbound Rights:  $10 + 31 = 41$

Critical Volume #3 (CV3): **60**

---

Critical Volume:  $1084 + 287 + 60 = 1431$

Intersection V/C:  $\frac{1431}{1375} = 1.041$

ATSAC/ATCS Credit:  $0.10$

**Final intersection V/C: 0.941**      **Intersection LOS: E**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower Street      **East-West Street:** Franklin Avenue  
**Scenario:** Future without Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|--------------------|----------------|----------------|--|----------------|----------------|--|
|  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 4<br>1<br>0<br>0<br>2<br>0   |                |                | 4<br>1<br>0<br>0<br>2<br>0   |
|  |                    | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  |
|  |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | Left               | 296            | 1              | 181  | 481            | 1              | 314  |
|  | Left-Through       |                | 1              |  |                | 1              |  |
|  | Through            | 65             | 0              | 181  | 146            | 0              | 314  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 300            | 1              | 88   | 495            | 1              | 374  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | Left               | 19             | 0              | 19   | 21             | 0              | 21   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 157            | 0              | 230  | 95             | 0              | 131  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 54             | 0              | 0  | 15             | 0              | 0  |
|  | Left-Through-Right |                | 1              |  |                | 1              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | Left               | 10             | 1              | 10   | 16             | 1              | 16   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 535            | 1              | 299  | 1029           | 1              | 540  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 62             | 0              | 62   | 51             | 0              | 51   |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | Left               | 212            | 1              | 212  | 121            | 1              | 121  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 1340           | 1              | 673  | 984            | 1              | 502  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 5              | 0              | 5  | 19             | 0              | 19   |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                    |                |                | <i>North-South:</i> 411<br><i>East-West:</i> 683<br><i>SUM:</i> 1094 |                |                | <i>North-South:</i> 505<br><i>East-West:</i> 661<br><i>SUM:</i> 1166 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                |                | 0.796  |                |                | 0.848  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                |                | <b>0.696</b>   |                |                | <b>0.748</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                |                | <b>B</b>   |                |                | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 101 **East-West Street:** Franklin Avenue  
**Scenario:** Future without Project Conditions (Year 2022)  
**Count Date:** Year 2016 **Analyst:** GTC **Date:** Mar-18

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       |                |                |  |                |                |  |
| No. of Phases                          |                       |                |                | 3  |                |                | 3  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |                |                | 0  |                |                | 0  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | <i>NB --</i> 0 | <i>SB --</i> 3 | 3  | <i>NB --</i> 0 | <i>SB --</i> 3 | 3  |
|  |                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0  | <i>EB --</i> 0 | <i>WB --</i> 0 | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                       |                |                | 2  |                |                | 2  |
| Override Capacity                      |                       |                |                | 0  |                |                | 0  |
| MOVEMENT                               |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>                      | ↵ Left                | 11             | 0              | 11   | 23             | 0              | 23   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 48             | 0              | 93   | 51             | 0              | 101  |
|  | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|  | ↵ Right               | 34             | 0              | 0  | 27             | 0              | 0  |
|  | ↵↔ Left-Through-Right |                | 1              |  |                | 1              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 185            | 0              | 185  | 225            | 0              | 225  |
|  | ↵↔ Left-Through       |                | 1              |  |                | 1              |  |
|  | → Through             | 0              | 0              | 185  | 1              | 0              | 226  |
|  | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|  | ↵ Right               | 175            | 1              | 77   | 202            | 1              | 0  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>                       | ↵ Left                | 98             | 1              | 98   | 205            | 1              | 205  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 779            | 1              | 393  | 1249           | 1              | 627  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↵ Right               | 6              | 0              | 6  | 4              | 0              | 4  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>                       | ↵ Left                | 3              | 1              | 3  | 5              | 1              | 5  |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1400           | 1              | 760  | 981            | 1              | 582  |
|  | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|  | ↵ Right               | 120            | 0              | 120  | 182            | 0              | 182  |
|  | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>                |                       |                |                | <i>North-South:</i> 278<br><i>East-West:</i> 858<br><i>SUM:</i> 1136 |                |                | <i>North-South:</i> 326<br><i>East-West:</i> 787<br><i>SUM:</i> 1113 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |                |                | 0.797  |                |                | 0.781  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |                |                | 0.697  |                |                | 0.681  |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |                |                | <b>B</b>   |                |                | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue      **East-West Street:** Franklin Avenue  
**Scenario:** Future without Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR       |                    |  | PM PEAK HOUR   |                    |                            |
|--|--------------------|--------------------|--------------------|--|--|--------------------|----------------------------|
|  |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |  |                    | 2<br>0<br>0<br>0<br>2<br>0 |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 0   | SB -- 0<br>WB -- 0 |                            |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 35                 | 0                  | 35   | 48   | 0                  | 48                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 120                | 0                  | 259  | 164  | 0                  | 456                        |
|  | Through-Right      |                    | 0                  |  |  | 0                  |                            |
|  | Right              | 104                | 0                  | 0  | 244  | 0                  | 0                          |
|  | Left-Through-Right |                    | 1                  |  |  | 1                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>SOUTHBOUND</b>  | Left               | 86                 | 0                  | 86   | 100  | 0                  | 100                        |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 182                | 0                  | 368  | 134  | 0                  | 336                        |
|  | Through-Right      |                    | 0                  |  |  | 0                  |                            |
|  | Right              | 100                | 0                  | 0  | 102  | 0                  | 0                          |
|  | Left-Through-Right |                    | 1                  |  |  | 1                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>EASTBOUND</b>   | Left               | 88                 | 1                  | 88   | 128  | 1                  | 128                        |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 759                | 1                  | 433  | 1229   | 1                  | 646                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 106                | 0                  | 106  | 63   | 0                  | 63                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>WESTBOUND</b>   | Left               | 195                | 1                  | 195  | 125  | 1                  | 125                        |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 1248               | 1                  | 652  | 981  | 1                  | 516                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 55                 | 0                  | 55   | 51   | 0                  | 51                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <i>North-South:</i> 403<br><i>East-West:</i> 740<br><b>SUM:</b> 1143 | <i>North-South:</i> 556<br><i>East-West:</i> 771<br><b>SUM:</b> 1327 |                    |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.762  |  |                    | 0.885                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.662</b>   |  |                    | <b>0.785</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>B</b>   |  |                    | <b>C</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Yucca St

**Scenario:** Future without Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |                    | AM PEAK HOUR   |              |  | PM PEAK HOUR   |              |  |
|--|--------------------|----------------|--------------|--|----------------|--------------|--|
|  |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume  |
| No. of Phases                          |                    |                |              | 2  |                |              | 2  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0  |                |              | 0  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0  | <i>NB --</i> 0 | <i>SB --</i> | 0  |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0  | <i>EB --</i> 0 | <i>WB --</i> | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2  |                |              | 2  |
| Override Capacity                      |                    |                |              | 0  |                |              | 0  |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>                      | Left               | 86             | 1            | 86   | 249            | 1            | 249  |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 441            | 1            | 312  | 883            | 1            | 578  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 182            | 0            | 182  | 273            | 0            | 273  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>SOUTHBOUND</b>                      | Left               | 105            | 1            | 105  | 40             | 1            | 40   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 1198           | 1            | 777  | 1028           | 1            | 537  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 355            | 0            | 355  | 45             | 0            | 45   |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>EASTBOUND</b>                       | Left               | 5              | 1            | 5  | 54             | 1            | 54   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 66             | 1            | 66   | 146            | 1            | 146  |
|  | Through-Right      |                | 0            |  |                | 0            |  |
|  | Right              | 62             | 1            | 19   | 81             | 1            | 0  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>WESTBOUND</b>                       | Left               | 116            | 1            | 116  | 103            | 1            | 103  |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 143            | 1            | 75   | 84             | 1            | 48   |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 7              | 0            | 7  | 12             | 0            | 12   |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 863<br><i>East-West:</i> 182<br><i>SUM:</i> 1045 |                |              | <i>North-South:</i> 786<br><i>East-West:</i> 249<br><i>SUM:</i> 1035 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.697  |                |              | 0.690  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.597</b>   |                |              | <b>0.590</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>A</b>   |                |              | <b>A</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Yucca St  
**Scenario:** Future without Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB</i> -- 0 | <i>SB</i> -- 1 | 1                       | <i>NB</i> -- 0 | <i>SB</i> -- 1 | 1                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 | 0                       | <i>EB</i> -- 0 | <i>WB</i> -- 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 20             | 0              | 20                      | 39             | 0              | 39                      |
|  | Left-Through       |                | 1              |                         |                | 1              |                         |
|  | Through            | 208            | 0              | 124                     | 506            | 0              | 294                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 20             | 0              | 124                     | 43             | 0              | 294                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 3              | 0              | 3                       | 10             | 0              | 10                      |
|  | Left-Through       |                | 1              |                         |                | 1              |                         |
|  | Through            | 218            | 0              | 111                     | 121            | 0              | 71                      |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 2              | 1              | 0                       | 3              | 1              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 173            | 1              | 173                     | 293            | 1              | 293                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 23             | 1              | 23                      | 90             | 1              | 90                      |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 132            | 1              | 132                     | 80             | 1              | 80                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 59             | 1              | 59                      | 22             | 1              | 22                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 167            | 0              | 258                     | 92             | 0              | 213                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 91             | 0              | 0                       | 121            | 0              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 131 |                |                | <i>North-South:</i> 304 |
|  |                    |                |                | <i>East-West:</i> 431   |                |                | <i>East-West:</i> 506   |
|  |                    |                |                | <b>SUM:</b> 562         |                |                | <b>SUM:</b> 810         |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |                | 0.375                   |                |                | 0.540                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |                | <b>0.275</b>            |                |                | <b>0.440</b>            |
| LEVEL OF SERVICE (LOS):                |                    |                |                | <b>A</b>                |                |                | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard      **East-West Street:** Hollywood Blvd  
**Scenario:** Future without Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |                          | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|--------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume              | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                        |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                        |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                        | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                        | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                        |                |                | 2                       |
|  |                    |                |                | 0                        |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume              | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 19             | 0              | 19                       | 11             | 0              | 0                       |
|  | Left-Through       |                | 1              |                          |                | 0              |                         |
|  | Through            | 749            | 0              | 450                      | 965            | 1              | 536                     |
|  | Through-Right      |                | 1              |                          |                | 1              |                         |
|  | Right              | 36             | 0              | 450                      | 107            | 0              | 107                     |
|  | Left-Through-Right |                | 0              |                          |                | 0              |                         |
|  | Left-Right         |                | 0              |                          |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 64             | 0              | 64                       | 22             | 0              | 0                       |
|  | Left-Through       |                | 1              |                          |                | 0              |                         |
|  | Through            | 1367           | 0              | 985                      | 960            | 1              | 533                     |
|  | Through-Right      |                | 1              |                          |                | 1              |                         |
|  | Right              | 347            | 0              | 985                      | 106            | 0              | 106                     |
|  | Left-Through-Right |                | 0              |                          |                | 0              |                         |
|  | Left-Right         |                | 0              |                          |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 41             | 1              | 41                       | 68             | 1              | 68                      |
|  | Left-Through       |                | 0              |                          |                | 0              |                         |
|  | Through            | 791            | 1              | 416                      | 1155           | 1              | 595                     |
|  | Through-Right      |                | 1              |                          |                | 1              |                         |
|  | Right              | 41             | 0              | 41                       | 34             | 0              | 34                      |
|  | Left-Through-Right |                | 0              |                          |                | 0              |                         |
|  | Left-Right         |                | 0              |                          |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 84             | 1              | 84                       | 53             | 1              | 53                      |
|  | Left-Through       |                | 0              |                          |                | 0              |                         |
|  | Through            | 1183           | 2              | 592                      | 1146           | 2              | 573                     |
|  | Through-Right      |                | 0              |                          |                | 0              |                         |
|  | Right              | 53             | 1              | 53                       | 133            | 1              | 133                     |
|  | Left-Through-Right |                | 0              |                          |                | 0              |                         |
|  | Left-Right         |                | 0              |                          |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 1004 |                |                | <i>North-South:</i> 536 |
|  |                    |                |                | <i>East-West:</i> 633    |                |                | <i>East-West:</i> 648   |
|  |                    |                |                | <b>SUM:</b> 1637         |                |                | <b>SUM:</b> 1184        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 1.091                    |                |                | 0.789                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.991</b>             |                |                | <b>0.689</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>E</b>                 |                |                | <b>B</b>                |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Ivar Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Future without Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR   |              |                            |
|--|--|--------------|--------------|--|--|--------------|----------------------------|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |  |              | 2<br>0<br>0<br>0<br>2<br>0 |
|  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 |              |              |  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0       |              |                            |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| <b>NORTHBOUND</b>  | Left   | 8            | 0            | 8  | 31   | 0            | 31                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 61           | 0            | 108  | 224  | 0            | 366                        |
|  | Through-Right  |              | 0            |  |  | 0            |                            |
|  | Right  | 39           | 0            | 0  | 111  | 0            | 0                          |
|  | Left-Through-Right   |              | 1            |  |  | 1            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>SOUTHBOUND</b>  | Left   | 12           | 0            | 12   | 11   | 0            | 11                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 247          | 0            | 393  | 47   | 0            | 76                         |
|  | Through-Right  |              | 0            |  |  | 0            |                            |
|  | Right  | 134          | 0            | 0  | 18   | 0            | 0                          |
|  | Left-Through-Right   |              | 1            |  |  | 1            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>EASTBOUND</b>   | Left   | 19           | 1            | 19   | 28   | 1            | 28                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 861          | 1            | 441  | 1179   | 1            | 604                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 21           | 0            | 21   | 29   | 0            | 29                         |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>WESTBOUND</b>   | Left   | 82           | 1            | 82   | 54   | 1            | 54                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 1297         | 1            | 671  | 1168   | 1            | 603                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 44           | 0            | 44   | 37   | 0            | 37                         |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 401<br><i>East-West:</i> 690<br><b>SUM:</b> 1091 | <i>North-South:</i> 377<br><i>East-West:</i> 658<br><b>SUM:</b> 1035 |              |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.727  |  |              | 0.690                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.627</b>   |  |              | <b>0.590</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>B</b>   |  |              | <b>A</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Hollywood Blvd

**Scenario:** Future without Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                       |              |              | 3                       |              |              | 3                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       | EB -- 3      | WB -- 0      | 0                       | EB -- 3      | WB -- 0      | 0                       |
| Override Capacity                      |                       |              |              | 2                       |              |              | 2                       |
|  |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 98           | 1            | 98                      | 132          | 1            | 132                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 659          | 2            | 330                     | 1228         | 2            | 614                     |
|  | ↵↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↵ Right               | 180          | 1            | 126                     | 233          | 1            | 192                     |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 60           | 1            | 60                      | 104          | 1            | 104                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 1184         | 1            | 649                     | 963          | 1            | 526                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↵ Right               | 113          | 0            | 113                     | 89           | 0            | 89                      |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 49           | 1            | 49                      | 77           | 1            | 77                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 782          | 2            | 391                     | 1171         | 2            | 586                     |
|  | ↵↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↵ Right               | 15           | 1            | 0                       | 19           | 1            | 0                       |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 108          | 1            | 108                     | 83           | 1            | 83                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 1235         | 1            | 638                     | 1102         | 1            | 612                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↵ Right               | 40           | 0            | 40                      | 122          | 0            | 122                     |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 747 |              |              | <i>North-South:</i> 718 |
|  |                       |              |              | <i>East-West:</i> 687   |              |              | <i>East-West:</i> 689   |
|  |                       |              |              | <b>SUM:</b> 1434        |              |              | <b>SUM:</b> 1407        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 1.006                   |              |              | 0.987                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.906</b>            |              |              | <b>0.887</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>E</b>                |              |              | <b>D</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future without Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                       | AM PEAK HOUR       |                    |   | PM PEAK HOUR       |                    |   |
|--|-----------------------|--------------------|--------------------|---|--------------------|--------------------|---|
|  |                       | Volume             | No. of Lanes       | Lane Volume                                     | Volume             | No. of Lanes       | Lane Volume                                     |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                    |                    | 2<br>0<br>0<br>0<br>2<br>0                      |                    |                    | 2<br>0<br>0<br>0<br>2<br>0                      |
|  |                       | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   |
| MOVEMENT   |                       | Volume             | No. of Lanes       | Lane Volume                                     | Volume             | No. of Lanes       | Lane Volume                                     |
| <b>NORTHBOUND</b>  | ↵ Left                | 36                 | 1                  | 36  | 40                 | 1                  | 40  |
|  | ↵↔ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 115                | 1                  | 115   | 316                | 1                  | 316   |
|  | ↵↔ Through-Right      |                    | 0                  |   |                    | 0                  |   |
|  | ↘ Right               | 46                 | 1                  | 0   | 60                 | 1                  | 19  |
|  | ↵↔ Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | ↵↔ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>SOUTHBOUND</b>  | ↵ Left                | 70                 | 1                  | 70  | 55                 | 1                  | 55  |
|  | ↵↔ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 238                | 1                  | 238   | 134                | 1                  | 134   |
|  | ↵↔ Through-Right      |                    | 0                  |   |                    | 0                  |   |
|  | ↘ Right               | 64                 | 1                  | 13  | 80                 | 1                  | 3   |
|  | ↵↔ Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | ↵↔ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>EASTBOUND</b>   | ↵ Left                | 103                | 1                  | 103   | 155                | 1                  | 155   |
|  | ↵↔ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 767                | 2                  | 384   | 1276               | 2                  | 638   |
|  | ↵↔ Through-Right      |                    | 0                  |   |                    | 0                  |   |
|  | ↘ Right               | 133                | 1                  | 115   | 181                | 1                  | 161   |
|  | ↵↔ Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | ↵↔ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>WESTBOUND</b>   | ↵ Left                | 202                | 1                  | 202   | 83                 | 1                  | 83  |
|  | ↵↔ Left-Through       |                    | 0                  |   |                    | 0                  |   |
|  | → Through             | 1298               | 1                  | 692   | 1103               | 1                  | 648   |
|  | ↵↔ Through-Right      |                    | 1                  |   |                    | 1                  |   |
|  | ↘ Right               | 86                 | 0                  | 86  | 192                | 0                  | 192   |
|  | ↵↔ Left-Through-Right |                    | 0                  |   |                    | 0                  |   |
|  | ↵↔ Left-Right         |                    | 0                  |   |                    | 0                  |   |
| <b>CRITICAL VOLUMES</b>  |                       |                    |                    | North-South: 274<br>East-West: 795<br>SUM: 1069 |                    |                    | North-South: 371<br>East-West: 803<br>SUM: 1174 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                    |                    | 0.713   |                    |                    | 0.783   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                    |                    | <b>0.613</b>                                    |                    |                    | <b>0.683</b>                                    |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                    |                    | <b>B</b>  |                    |                    | <b>B</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Gower St

**East-West Street:** Hollywood Blvd

**Scenario:** Future without Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |                    | AM PEAK HOUR   |              |  | PM PEAK HOUR   |              |  |
|--|--------------------|----------------|--------------|--|----------------|--------------|--|
|  |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume  |
| No. of Phases                          |                    |                |              | 2  |                |              | 2  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0  |                |              | 0  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0  | <i>NB --</i> 0 | <i>SB --</i> | 0  |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0  | <i>EB --</i> 0 | <i>WB --</i> | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2  |                |              | 2  |
| Override Capacity                      |                    |                |              | 0  |                |              | 0  |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume  | Volume         | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>                      | Left               | 64             | 1            | 64   | 120            | 1            | 120  |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 337            | 1            | 216  | 683            | 1            | 418  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 95             | 0            | 95   | 152            | 0            | 152  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>SOUTHBOUND</b>                      | Left               | 63             | 1            | 63   | 49             | 1            | 49   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 496            | 1            | 496  | 428            | 1            | 428  |
|  | Through-Right      |                | 0            |  |                | 0            |  |
|  | Right              | 415            | 1            | 394  | 153            | 1            | 106  |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>EASTBOUND</b>                       | Left               | 43             | 1            | 43   | 94             | 1            | 94   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 773            | 1            | 421  | 1232           | 1            | 656  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 68             | 0            | 68   | 80             | 0            | 80   |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>WESTBOUND</b>                       | Left               | 114            | 1            | 114  | 98             | 1            | 98   |
|  | Left-Through       |                | 0            |  |                | 0            |  |
|  | Through            | 1396           | 1            | 711  | 1110           | 1            | 594  |
|  | Through-Right      |                | 1            |  |                | 1            |  |
|  | Right              | 26             | 0            | 26   | 77             | 0            | 77   |
|  | Left-Through-Right |                | 0            |  |                | 0            |  |
|  | Left-Right         |                | 0            |  |                | 0            |  |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 560<br><i>East-West:</i> 754<br><i>SUM:</i> 1314 |                |              | <i>North-South:</i> 548<br><i>East-West:</i> 754<br><i>SUM:</i> 1302 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.876  |                |              | 0.868  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.776</b>   |                |              | <b>0.768</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>C</b>   |                |              | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future without Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 42             | 1              | 42                      | 94             | 1              | 94                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 143            | 1              | 143                     | 344            | 1              | 344                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 180            | 1              | 61                      | 234            | 1              | 174                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 105            | 1              | 105                     | 80             | 1              | 80                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 332            | 0              | 429                     | 204            | 0              | 285                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 97             | 0              | 0                       | 81             | 0              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 23             | 1              | 23                      | 76             | 1              | 76                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 780            | 1              | 430                     | 1337           | 1              | 697                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 79             | 0              | 79                      | 57             | 0              | 57                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 238            | 1              | 238                     | 121            | 1              | 121                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1336           | 1              | 689                     | 968            | 1              | 513                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 41             | 0              | 41                      | 58             | 0              | 58                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 471 |                |                | <i>North-South:</i> 424 |
|  |                    |                |                | <i>East-West:</i> 712   |                |                | <i>East-West:</i> 818   |
|  |                    |                |                | <b>SUM:</b> 1183        |                |                | <b>SUM:</b> 1242        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.789                   |                |                | 0.828                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.689</b>            |                |                | <b>0.728</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>B</b>                |                |                | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



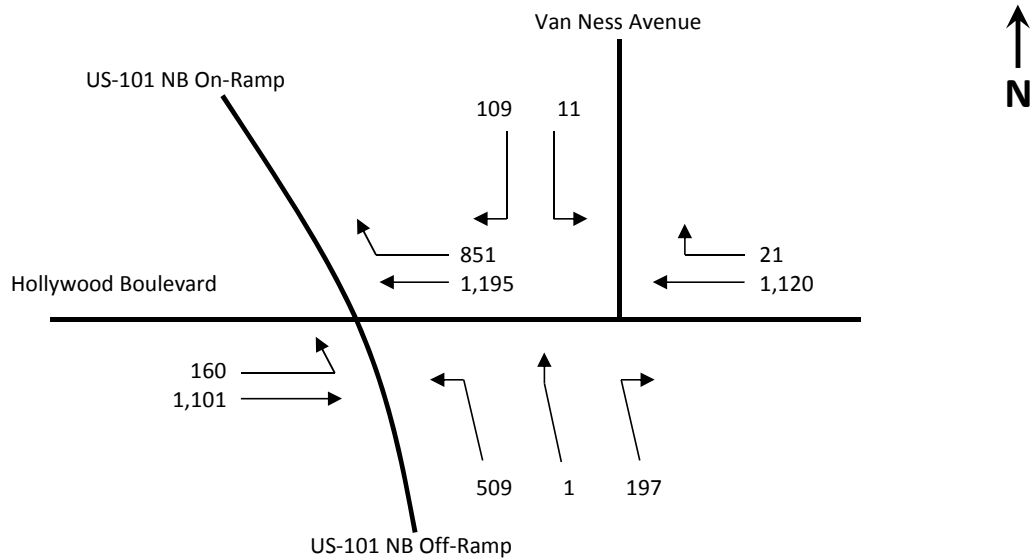
**I/S #:**  
**14**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Future without Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|--------------------|----------------|----------------|--|----------------|----------------|--|
|  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases                          |                    |                |                | 3  |                |                | 3  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0  |                |                | 0  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0  | <i>NB --</i> 0 | <i>SB --</i> 0 | 0  |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0  | <i>EB --</i> 0 | <i>WB --</i> 0 | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |                | 2  |                |                | 2  |
| Override Capacity                      |                    |                |                | 0  |                |                | 0  |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>                      | Left               | 0              | 0              | 0  | 0              | 0              | 0  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 0              | 0              | 0  | 0              | 0              | 0  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 0              | 0              | 0  | 0              | 0              | 0  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>                      | Left               | 581            | 1              | 417  | 590            | 1              | 374  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 4              | 0              | 417  | 14             | 0              | 374  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 249            | 0              | 0  | 144            | 0              | 0  |
|  | Left-Through-Right |                | 1              |  |                | 1              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>                       | Left               | 0              | 0              | 0  | 0              | 0              | 0  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 660            | 2              | 330  | 1184           | 2              | 592  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 315            | 1              | 315  | 427            | 1              | 427  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>                       | Left               | 80             | 1              | 80   | 108            | 1              | 108  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 1596           | 2              | 798  | 1343           | 2              | 672  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 0              | 0              | 0  | 0              | 0              | 0  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 417<br><i>East-West:</i> 798<br><i>SUM:</i> 1215 |                |                | <i>North-South:</i> 374<br><i>East-West:</i> 700<br><i>SUM:</i> 1074 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.853  |                |                | 0.754  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.753</b>   |                |                | <b>0.654</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>C</b>   |                |                | <b>B</b>   |

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Future without Project Conditions (Year 2022) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

|                           |                   |       |            |
|---------------------------|-------------------|-------|------------|
| Eastbound Lefts:          | 160               |       | <u>and</u> |
| Westbound Throughs:       | $\frac{1,195}{2}$ | = 598 | <u>or</u>  |
| Westbound Rights:         | 851               |       | <u>or</u>  |
| Eastbound Throughs:       | $\frac{1,101}{2}$ | = 551 |            |
| Critical Volume #1 (CV1): | <b>1,011</b>      |       |            |

- 2) Critical volume calculation for northbound traffic exiting US-101

|                               |            |   |      |   |     |           |
|-------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:             | 509        | * | 0.55 | = | 280 | <u>or</u> |
| Northbound Throughs + Rights: | 1          | + | 197  | = | 198 |           |
| Critical Volume #2 (CV2):     | <b>280</b> |   |      |   |     |           |

- 3) Critical volume calculation for southbound traffic on Van Ness Avenue

|                           |            |  |           |
|---------------------------|------------|--|-----------|
| Southbound Lefts:         | 11         |  | <u>or</u> |
| Southbound Rights:        | 109        |  |           |
| Critical Volume #3 (CV3): | <b>109</b> |  |           |

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|                  |       |   |     |   |     |   |              |
|------------------|-------|---|-----|---|-----|---|--------------|
| Critical Volume: | 1,011 | + | 280 | + | 109 | = | <b>1,400</b> |
|------------------|-------|---|-----|---|-----|---|--------------|

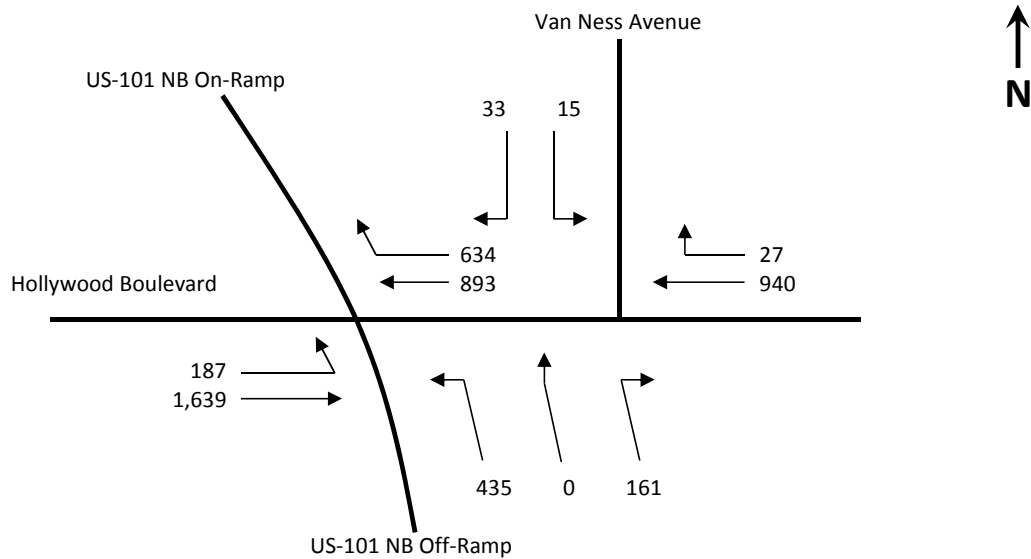
|                   |                       |   |              |
|-------------------|-----------------------|---|--------------|
| Intersection V/C: | $\frac{1,400}{1,425}$ | = | <b>0.982</b> |
|-------------------|-----------------------|---|--------------|

|                    |      |
|--------------------|------|
| ATSAC/ATCS Credit: | 0.10 |
|--------------------|------|

|                                |              |                          |          |
|--------------------------------|--------------|--------------------------|----------|
| <b>Final intersection V/C:</b> | <b>0.882</b> | <b>Intersection LOS:</b> | <b>D</b> |
|--------------------------------|--------------|--------------------------|----------|

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Future without Project Conditions (Year 2022) - PM Peak Hour



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |     |            |  |
|----------------------------------|-------------------|---|-----|------------|--|
| Eastbound Lefts:                 | 187               |   |     | <u>and</u> |  |
| Westbound Throughs:              | $\frac{893}{2}$   | = | 447 | <u>or</u>  |  |
| Westbound Rights:                | 634               |   |     | <u>or</u>  |  |
| Eastbound Throughs:              | $\frac{1,639}{2}$ | = | 820 |            |  |
| <b>Critical Volume #1 (CV1):</b> | <b>821</b>        |   |     |            |  |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 435        | * | 0.55 | = | 239 | <u>or</u> |
| Northbound Throughs + Rights:    | 0          | + | 161  | = | 161 |           |
| <b>Critical Volume #2 (CV2):</b> | <b>239</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

|                                  |           |  |  |           |  |
|----------------------------------|-----------|--|--|-----------|--|
| Southbound Lefts:                | 15        |  |  | <u>or</u> |  |
| Southbound Rights:               | 33        |  |  |           |  |
| <b>Critical Volume #3 (CV3):</b> | <b>33</b> |  |  |           |  |

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|                                |                       |   |              |   |    |                          |              |
|--------------------------------|-----------------------|---|--------------|---|----|--------------------------|--------------|
| Critical Volume:               | 821                   | + | 239          | + | 33 | =                        | <b>1,093</b> |
| Intersection V/C:              | $\frac{1,093}{1,425}$ | = | <b>0.767</b> |   |    |                          |              |
| ATSAC/ATCS Credit:             | 0.10                  |   |              |   |    |                          |              |
| <b>Final intersection V/C:</b> | <b>0.667</b>          |   |              |   |    | <b>Intersection LOS:</b> | <b>B</b>     |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Selma Ave

**Scenario:** Future without Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2                       |                |              | 2                       |
| Override Capacity                      |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 55             | 1            | 55                      | 55             | 1            | 55                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 826            | 2            | 413                     | 1333           | 2            | 667                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 102            | 1            | 57                      | 119            | 1            | 93                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 38             | 1            | 38                      | 78             | 1            | 78                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1458           | 1            | 763                     | 1062           | 1            | 571                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 68             | 0            | 68                      | 80             | 0            | 80                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 39             | 1            | 39                      | 87             | 1            | 87                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 66             | 0            | 137                     | 222            | 0            | 310                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 71             | 0            | 0                       | 88             | 0            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 90             | 1            | 90                      | 53             | 1            | 53                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 115            | 0            | 267                     | 107            | 0            | 180                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 152            | 0            | 0                       | 73             | 0            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 818 |                |              | <i>North-South:</i> 745 |
|  |                    |                |              | <i>East-West:</i> 306   |                |              | <i>East-West:</i> 363   |
|  |                    |                |              | <b>SUM:</b> 1124        |                |              | <b>SUM:</b> 1108        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.749                   |                |              | 0.739                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.649</b>            |                |              | <b>0.639</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>                |                |              | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



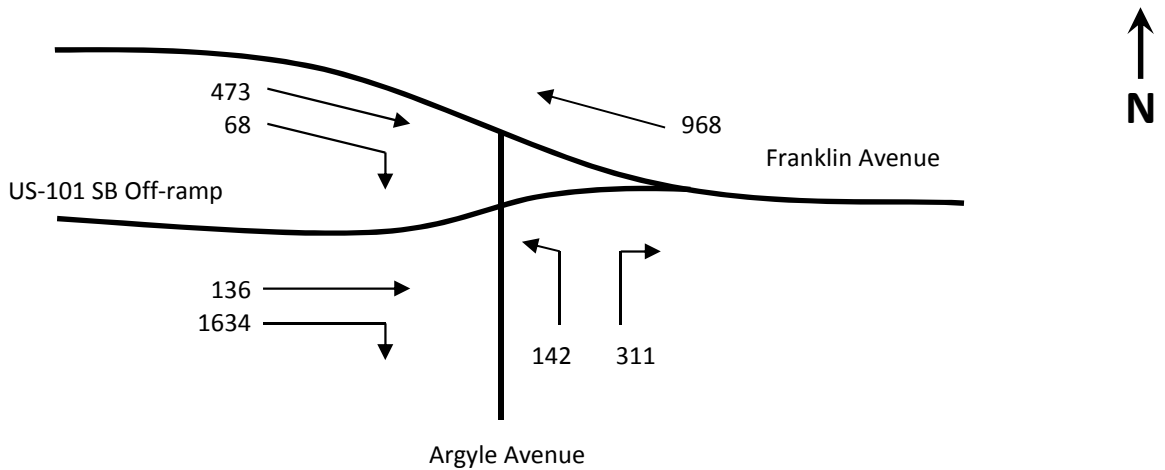
**I/S #:**  
**17**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St      **East-West Street:** Sunset Blvd  
**Scenario:** Future without Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    |                |                | 4                       |                |                | 4                       |
| No. of Phases                          |                    |                |                | 4                       |                |                | 4                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB</i> -- 3 | <i>SB</i> -- 0 | 0                       | <i>NB</i> -- 3 | <i>SB</i> -- 0 | 0                       |
|  |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 | 0                       | <i>EB</i> -- 0 | <i>WB</i> -- 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |                | 2                       |                |                | 2                       |
| Override Capacity                      |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 122            | 1              | 122                     | 124            | 1              | 124                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 786            | 2              | 393                     | 1268           | 2              | 634                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 269            | 1              | 0                       | 303            | 1              | 67                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 100            | 1              | 100                     | 204            | 1              | 204                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1320           | 1              | 724                     | 1059           | 1              | 603                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 127            | 0              | 127                     | 147            | 0              | 147                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 60             | 1              | 60                      | 96             | 1              | 96                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1067           | 2              | 392                     | 1596           | 2              | 567                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 110            | 0              | 110                     | 105            | 0              | 105                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 276            | 1              | 276                     | 236            | 1              | 236                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1442           | 2              | 519                     | 1387           | 2              | 511                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 116            | 0              | 116                     | 147            | 0              | 147                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 846 |                |                | <i>North-South:</i> 838 |
|  |                    |                |                | <i>East-West:</i> 668   |                |                | <i>East-West:</i> 803   |
|  |                    |                |                | <i>SUM:</i> 1514        |                |                | <i>SUM:</i> 1641        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |                | 1.101                   |                |                | 1.193                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |                | 1.001                   |                |                | 1.093                   |
| LEVEL OF SERVICE (LOS):                |                    |                |                | F                       |                |                | F                       |

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Project Conditions (Year 2022) - AM Peak Hour



- 1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through: } \frac{968}{2} = 484 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{473}{2} = 237 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 136$$

$$\text{Critical Volume \#1 (CV1): } \quad \mathbf{484}$$

- 2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right: } \frac{142 + 311}{2} = \frac{453}{2} = 227 \quad \text{or}$$

$$\text{Northbound Right: } 311 \quad \text{or}$$

$$\text{Eastbound Right (Franklin): } 68$$

$$\text{Critical Volume \#2 (CV2): } \quad \mathbf{227}$$

$$\text{Critical Volume: } 484 + 227 = \mathbf{711}$$

$$\text{Intersection V/C: } \frac{711}{1500} = \mathbf{0.474}$$

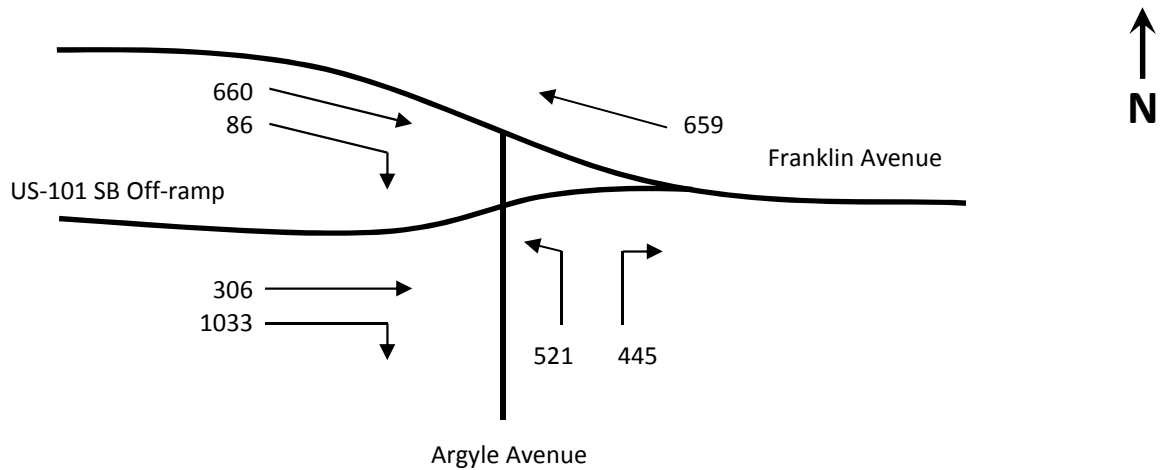
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \quad \mathbf{0.374}$$

$$\text{Intersection LOS: } \quad \mathbf{A}$$

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Project Conditions (Year 2022) - PM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{659}{2} = 330 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{660}{2} = 330 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 306$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{330}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{521 + 445}{2} = \frac{966}{2} = 483 \quad \text{or}$$

$$\text{Northbound Right:} \quad 445 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 86$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{483}$$

$$\text{Critical Volume:} \quad 330 + 483 = \mathbf{813}$$

$$\text{Intersection V/C:} \quad \frac{813}{1500} = \mathbf{0.542}$$

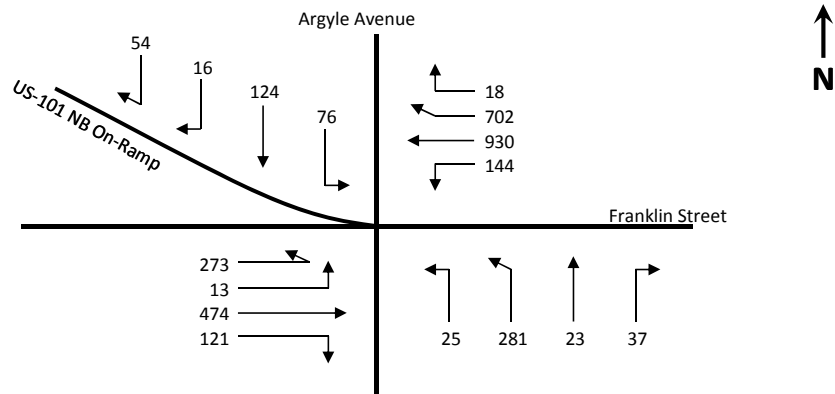
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.442}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Project Conditions (Year 2022) - AM Peak Hour**



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $273 + 13 = 286$  and

Westbound Throughs + Rights:  

$$\frac{930 + 702 + 18}{2} = \frac{1650}{2} = 825$$
 or

Westbound Rights:  $702 + 18 = 720$  or

Westbound Lefts:  $144$  and

Eastbound Throughs:  $\frac{474}{2} = 237$  or

Eastbound Rights:  $121$

Critical Volume #1 (CV1): **1111**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{25 + 281 + 23}{2} = \frac{329}{2} = 165$$
 or

Northbound Rights:  $37 - 0.5 \times \text{WBL} = 0$

Critical Volume #2 (CV2): **165**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts:  $76$  or

Southbound Throughs + Rights:  

$$\frac{124 + 16 + 54}{2} = \frac{194}{2} = 97$$
 or

Southbound Rights:  $16 + 54 = 70$

Critical Volume #3 (CV3): **97**

---

Critical Volume:  $1111 + 165 + 97 = \mathbf{1373}$

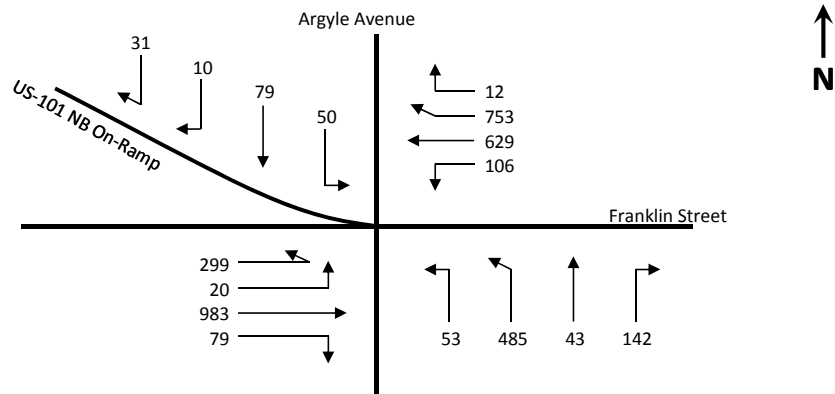
Intersection V/C:  $\frac{1373}{1375} = \mathbf{0.999}$

ATSAC/ATCS Credit:  $0.10$

**Final intersection V/C: 0.899                      Intersection LOS: D**

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Project Conditions (Year 2022) - PM Peak Hour**



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $299 + 20 = 319$  and

Westbound Throughs + Rights:  

$$\frac{629 + 753 + 12}{2} = \frac{1394}{2} = 697$$
 or

Westbound Rights:  $753 + 12 = 765$  or

Westbound Lefts:  $106$  and

Eastbound Throughs:  $\frac{983}{2} = 492$  or

Eastbound Rights:  $79$

Critical Volume #1 (CV1): **1084**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{53 + 485 + 43}{2} = \frac{581}{2} = 291$$
 or

Northbound Rights:  $142 - 0.5 \cdot \text{WBL} = 89$

Critical Volume #2 (CV2): **291**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts:  $50$  or

Southbound Throughs + Rights:  

$$\frac{79 + 10 + 31}{2} = \frac{120}{2} = 60$$
 or

Southbound Rights:  $10 + 31 = 41$

Critical Volume #3 (CV3): **60**

---

Critical Volume:  $1084 + 291 + 60 = 1435$

Intersection V/C:  $\frac{1435}{1375} = 1.044$

ATSAC/ATCS Credit:  $0.10$

**Final intersection V/C: 0.944**      **Intersection LOS: E**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower Street      **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       |              |              |                         |              |              |                         |
| No. of Phases                          |                       |              |              | 4                       |              |              | 4                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 1                       |              |              | 1                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 3      | SB -- 0      | 0                       | NB -- 3      | SB -- 0      | 0                       |
|  |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       |              |              | 2                       |              |              | 2                       |
| Override Capacity                      |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 296          | 1            | 181                     | 481          | 1            | 314                     |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 65           | 0            | 181                     | 146          | 0            | 314                     |
|  | →↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 300          | 1            | 88                      | 495          | 1            | 374                     |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↙ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 19           | 0            | 19                      | 21           | 0            | 21                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 157          | 0            | 230                     | 95           | 0            | 131                     |
|  | →↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 54           | 0            | 0                       | 15           | 0            | 0                       |
|  | ↘↔ Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | ↙ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 10           | 1            | 10                      | 16           | 1            | 16                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 537          | 1            | 300                     | 1031         | 1            | 541                     |
|  | →↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 62           | 0            | 62                      | 51           | 0            | 51                      |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↙ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 212          | 1            | 212                     | 121          | 1            | 121                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 1343         | 1            | 674                     | 986          | 1            | 503                     |
|  | →↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 5            | 0            | 5                       | 19           | 0            | 19                      |
|  | ↘↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↙ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 411 |              |              | <i>North-South:</i> 505 |
|  |                       |              |              | <i>East-West:</i> 684   |              |              | <i>East-West:</i> 662   |
|  |                       |              |              | <b>SUM:</b> 1095        |              |              | <b>SUM:</b> 1167        |
| VOLUME/CAPACITY (V/C) RATIO:           |                       |              |              | 0.796                   |              |              | 0.849                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                       |              |              | <b>0.696</b>            |              |              | <b>0.749</b>            |
| LEVEL OF SERVICE (LOS):                |                       |              |              | <b>B</b>                |              |              | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 1 **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project Conditions (Year 2022)  
**Count Date:** Year 2016 **Analyst:** GTC **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|--------------------|----------------|----------------|--|----------------|----------------|--|
|  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 3<br>0<br>3<br>0<br>2<br>0   |                |                | 3<br>0<br>3<br>0<br>2<br>0   |
|  |                    | <i>NB</i> -- 0 | <i>SB</i> -- 3 |  | <i>NB</i> -- 0 | <i>SB</i> -- 3 |  |
|  |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | Left               | 11             | 0              | 11   | 23             | 0              | 23   |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 48             | 0              | 93   | 51             | 0              | 101  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 34             | 0              | 0  | 27             | 0              | 0  |
|  | Left-Through-Right |                | 1              |  |                | 1              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | Left               | 185            | 0              | 185  | 225            | 0              | 225  |
|  | Left-Through       |                | 1              |  |                | 1              |  |
|  | Through            | 0              | 0              | 185  | 1              | 0              | 226  |
|  | Through-Right      |                | 0              |  |                | 0              |  |
|  | Right              | 175            | 1              | 77   | 202            | 1              | 0  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | Left               | 98             | 1              | 98   | 205            | 1              | 205  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 781            | 1              | 394  | 1251           | 1              | 628  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 6              | 0              | 6  | 4              | 0              | 4  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | Left               | 3              | 1              | 3  | 5              | 1              | 5  |
|  | Left-Through       |                | 0              |  |                | 0              |  |
|  | Through            | 1403           | 1              | 762  | 983            | 1              | 583  |
|  | Through-Right      |                | 1              |  |                | 1              |  |
|  | Right              | 120            | 0              | 120  | 182            | 0              | 182  |
|  | Left-Through-Right |                | 0              |  |                | 0              |  |
|  | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                    |                |                | <i>North-South:</i> 278<br><i>East-West:</i> 860<br><i>SUM:</i> 1138 |                |                | <i>North-South:</i> 326<br><i>East-West:</i> 788<br><i>SUM:</i> 1114 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                |                | 0.799  |                |                | 0.782  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                |                | <b>0.699</b>   |                |                | <b>0.682</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                |                | <b>B</b>   |                |                | <b>B</b>   |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue      **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR       |                    |  | PM PEAK HOUR   |                    |                            |
|--|--------------------|--------------------|--------------------|--|--|--------------------|----------------------------|
|  |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>0<br>0<br>2<br>0   |  |                    | 2<br>0<br>0<br>0<br>2<br>0 |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |  | NB -- 0<br>EB -- 0   | SB -- 0<br>WB -- 0 |                            |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume  | Volume   | No. of Lanes       | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 35                 | 0                  | 35   | 48   | 0                  | 48                         |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 120                | 0                  | 259  | 164  | 0                  | 456                        |
|  | Through-Right      |                    | 0                  |  |  | 0                  |                            |
|  | Right              | 104                | 0                  | 0  | 244  | 0                  | 0                          |
|  | Left-Through-Right |                    | 1                  |  |  | 1                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>SOUTHBOUND</b>  | Left               | 86                 | 0                  | 86   | 100  | 0                  | 100                        |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 182                | 0                  | 368  | 134  | 0                  | 336                        |
|  | Through-Right      |                    | 0                  |  |  | 0                  |                            |
|  | Right              | 100                | 0                  | 0  | 102  | 0                  | 0                          |
|  | Left-Through-Right |                    | 1                  |  |  | 1                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>EASTBOUND</b>   | Left               | 88                 | 1                  | 88   | 128  | 1                  | 128                        |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 761                | 1                  | 434  | 1231   | 1                  | 647                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 106                | 0                  | 106  | 63   | 0                  | 63                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>WESTBOUND</b>   | Left               | 195                | 1                  | 195  | 125  | 1                  | 125                        |
|  | Left-Through       |                    | 0                  |  |  | 0                  |                            |
|  | Through            | 1251               | 1                  | 653  | 983  | 1                  | 517                        |
|  | Through-Right      |                    | 1                  |  |  | 1                  |                            |
|  | Right              | 55                 | 0                  | 55   | 51   | 0                  | 51                         |
|  | Left-Through-Right |                    | 0                  |  |  | 0                  |                            |
|  | Left-Right         |                    | 0                  |  |  | 0                  |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <i>North-South:</i> 403<br><i>East-West:</i> 741<br><b>SUM:</b> 1144 | <i>North-South:</i> 556<br><i>East-West:</i> 772<br><b>SUM:</b> 1328 |                    |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 0.763  |  |                    | 0.885                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.663</b>   |  |                    | <b>0.785</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>B</b>   |  |                    | <b>C</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Yucca St

**Scenario:** Future with Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|   |  | AM PEAK HOUR |              |  | PM PEAK HOUR   |              |                            |
|---|--|--------------|--------------|--|--|--------------|----------------------------|
|   |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| <b>No. of Phases</b><br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |  |              | 2<br>0<br>0<br>0<br>2<br>0 |
|   | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 |              |              |  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0       |              |                            |
| MOVEMENT  |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| <b>NORTHBOUND</b>   | Left   | 91           | 1            | 91   | 254  | 1            | 254                        |
|   | Left-Through   |              | 0            |  |  | 0            |                            |
|   | Through  | 448          | 1            | 321  | 890  | 1            | 588                        |
|   | Through-Right  |              | 1            |  |  | 1            |                            |
|   | Right  | 194          | 0            | 194  | 285  | 0            | 285                        |
|   | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|   | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>SOUTHBOUND</b>   | Left   | 105          | 1            | 105  | 40   | 1            | 40                         |
|   | Left-Through   |              | 0            |  |  | 0            |                            |
|   | Through  | 1218         | 1            | 787  | 1041   | 1            | 543                        |
|   | Through-Right  |              | 1            |  |  | 1            |                            |
|   | Right  | 355          | 0            | 355  | 45   | 0            | 45                         |
|   | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|   | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>EASTBOUND</b>  | Left   | 5            | 1            | 5  | 54   | 1            | 54                         |
|   | Left-Through   |              | 0            |  |  | 0            |                            |
|   | Through  | 66           | 1            | 66   | 146  | 1            | 146                        |
|   | Through-Right  |              | 0            |  |  | 0            |                            |
|   | Right  | 69           | 1            | 24   | 85   | 1            | 0                          |
|   | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|   | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>WESTBOUND</b>  | Left   | 123          | 1            | 123  | 107  | 1            | 107                        |
|   | Left-Through   |              | 0            |  |  | 0            |                            |
|   | Through  | 143          | 1            | 75   | 84   | 1            | 48                         |
|   | Through-Right  |              | 1            |  |  | 1            |                            |
|   | Right  | 7            | 0            | 7  | 12   | 0            | 12                         |
|   | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|   | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>CRITICAL VOLUMES</b>   |  |              |              | <i>North-South:</i> 878<br><i>East-West:</i> 189<br><b>SUM:</b> 1067 | <i>North-South:</i> 797<br><i>East-West:</i> 253<br><b>SUM:</b> 1050 |              |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>   |  |              |              | 0.711  |  |              | 0.700                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>  |  |              |              | <b>0.611</b>   |  |              | <b>0.600</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>  |  |              |              | <b>B</b>   |  |              | <b>A</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Argyle Ave

**East-West Street:** Yucca St

**Scenario:** Future with Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                       |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 1      | 0                       | NB -- 0      | SB -- 1      | 0                       |
|  |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       |              |              | 2                       |              |              | 2                       |
| Override Capacity                      |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 20           | 0            | 20                      | 39           | 0            | 39                      |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 208          | 0            | 124                     | 506          | 0            | 294                     |
|  | ↗ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 20           | 0            | 124                     | 43           | 0            | 294                     |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 3            | 0            | 3                       | 10           | 0            | 10                      |
|  | ↵↔ Left-Through       |              | 1            |                         |              | 1            |                         |
|  | → Through             | 218          | 0            | 111                     | 121          | 0            | 71                      |
|  | ↗ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 2            | 1            | 0                       | 3            | 1            | 0                       |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 185          | 1            | 185                     | 305          | 1            | 305                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 23           | 1            | 23                      | 90           | 1            | 90                      |
|  | ↗ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 132          | 1            | 132                     | 80           | 1            | 80                      |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 59           | 1            | 59                      | 22           | 1            | 22                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 174          | 0            | 265                     | 96           | 0            | 217                     |
|  | ↗ Through-Right       |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 91           | 0            | 0                       | 121          | 0            | 0                       |
|  | ↗↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 131 |              |              | <i>North-South:</i> 304 |
|  |                       |              |              | <i>East-West:</i> 450   |              |              | <i>East-West:</i> 522   |
|  |                       |              |              | <b>SUM:</b> 581         |              |              | <b>SUM:</b> 826         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 0.387                   |              |              | 0.551                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.287</b>            |              |              | <b>0.451</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>A</b>                |              |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR       |                    |   | PM PEAK HOUR   |                    |                            |
|--|--------------------|--------------------|--------------------|---|--|--------------------|----------------------------|
|  |                    | Volume             | No. of Lanes       | Lane Volume   | Volume   | No. of Lanes       | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                    |                    | 2<br>0<br>0<br>0<br>2<br>0  |  |                    | 2<br>0<br>0<br>0<br>2<br>0 |
|  |                    | NB -- 0<br>EB -- 0 | SB -- 0<br>WB -- 0 |   | NB -- 0<br>EB -- 0   | SB -- 0<br>WB -- 0 |                            |
| MOVEMENT   |                    | Volume             | No. of Lanes       | Lane Volume   | Volume   | No. of Lanes       | Lane Volume                |
| <b>NORTHBOUND</b>  | Left               | 19                 | 0                  | 19  | 11   | 0                  | 0                          |
|  | Left-Through       |                    | 1                  |   | 0  |                    |                            |
|  | Through            | 749                | 0                  | 450   | 965  | 1                  | 536                        |
|  | Through-Right      |                    | 1                  |   | 1  |                    |                            |
|  | Right              | 36                 | 0                  | 450   | 107  | 0                  | 107                        |
|  | Left-Through-Right |                    | 0                  |   | 0  |                    |                            |
|  | Left-Right         |                    | 0                  |   | 0  |                    |                            |
| <b>SOUTHBOUND</b>  | Left               | 64                 | 0                  | 64  | 22   | 0                  | 0                          |
|  | Left-Through       |                    | 1                  |   | 0  |                    |                            |
|  | Through            | 1367               | 0                  | 985   | 960  | 1                  | 533                        |
|  | Through-Right      |                    | 1                  |   | 1  |                    |                            |
|  | Right              | 347                | 0                  | 985   | 106  | 0                  | 106                        |
|  | Left-Through-Right |                    | 0                  |   | 0  |                    |                            |
|  | Left-Right         |                    | 0                  |   | 0  |                    |                            |
| <b>EASTBOUND</b>   | Left               | 41                 | 1                  | 41  | 68   | 1                  | 68                         |
|  | Left-Through       |                    | 0                  |   | 0  |                    |                            |
|  | Through            | 804                | 1                  | 423   | 1164   | 1                  | 599                        |
|  | Through-Right      |                    | 1                  |   | 1  |                    |                            |
|  | Right              | 41                 | 0                  | 41  | 34   | 0                  | 34                         |
|  | Left-Through-Right |                    | 0                  |   | 0  |                    |                            |
|  | Left-Right         |                    | 0                  |   | 0  |                    |                            |
| <b>WESTBOUND</b>   | Left               | 84                 | 1                  | 84  | 53   | 1                  | 53                         |
|  | Left-Through       |                    | 0                  |   | 0  |                    |                            |
|  | Through            | 1193               | 2                  | 597   | 1156   | 2                  | 578                        |
|  | Through-Right      |                    | 0                  |   | 0  |                    |                            |
|  | Right              | 53                 | 1                  | 53  | 133  | 1                  | 133                        |
|  | Left-Through-Right |                    | 0                  |   | 0  |                    |                            |
|  | Left-Right         |                    | 0                  |   | 0  |                    |                            |
| <b>CRITICAL VOLUMES</b>  |                    |                    |                    | <i>North-South:</i> 1004<br><i>East-West:</i> 638<br><b>SUM:</b> 1642 | <i>North-South:</i> 536<br><i>East-West:</i> 652<br><b>SUM:</b> 1188 |                    |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |                    |                    | 1.095   |  |                    | 0.792                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |                    |                    | <b>0.995</b>  |  |                    | <b>0.692</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |                    |                    | <b>E</b>  |  |                    | <b>B</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Ivar Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|--|-----------------------|----------------|----------------|--|----------------|----------------|--|
|  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 2<br>0<br>0<br>0<br>2<br>0   |                |                | 2<br>0<br>0<br>0<br>2<br>0   |
|  |                       | <i>NB</i> -- 0 | <i>SB</i> -- 0 |  | <i>NB</i> -- 0 | <i>SB</i> -- 0 |  |
|  |                       | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>  | ↵ Left                | 8              | 0              | 8  | 31             | 0              | 31   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 61             | 0              | 108  | 224            | 0              | 366  |
|  | ↘ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 39             | 0              | 0  | 111            | 0              | 0  |
|  | ↘↔ Left-Through-Right |                | 1              |  |                | 1              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>  | ↵ Left                | 12             | 0              | 12   | 11             | 0              | 11   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 247            | 0              | 393  | 47             | 0              | 76   |
|  | ↘ Through-Right       |                | 0              |  |                | 0              |  |
|  | ↘ Right               | 134            | 0              | 0  | 18             | 0              | 0  |
|  | ↘↔ Left-Through-Right |                | 1              |  |                | 1              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>   | ↵ Left                | 19             | 1              | 19   | 28             | 1              | 28   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 874            | 1              | 448  | 1188           | 1              | 609  |
|  | ↘ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 21             | 0              | 21   | 29             | 0              | 29   |
|  | ↘↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>   | ↵ Left                | 82             | 1              | 82   | 54             | 1              | 54   |
|  | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|  | → Through             | 1307           | 1              | 676  | 1178           | 1              | 608  |
|  | ↘ Through-Right       |                | 1              |  |                | 1              |  |
|  | ↘ Right               | 44             | 0              | 44   | 37             | 0              | 37   |
|  | ↘↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|  | ↘↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>  |                       |                |                | <i>North-South:</i> 401<br><i>East-West:</i> 695<br><i>SUM:</i> 1096 |                |                | <i>North-South:</i> 377<br><i>East-West:</i> 663<br><i>SUM:</i> 1040 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |                |                | 0.731  |                |                | 0.693  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |                |                | <b>0.631</b>   |                |                | <b>0.593</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |                |                | <b>B</b>   |                |                | <b>A</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |              |              | 3                       |              |              | 3                       |
|  |                       |              |              | 0                       |              |              | 0                       |
|  |                       | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
|  |                       | EB -- 3      | WB -- 0      | 0                       | EB -- 3      | WB -- 0      | 0                       |
|  |                       |              |              | 2                       |              |              | 2                       |
|  |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT   |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>  | ↶ Left                | 98           | 1            | 98                      | 132          | 1            | 132                     |
|  | ↶↷ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↷ Through             | 672          | 2            | 336                     | 1237         | 2            | 619                     |
|  | ↷↶ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↷ Right               | 180          | 1            | 126                     | 233          | 1            | 192                     |
|  | ↷↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>  | ↷ Left                | 65           | 1            | 65                      | 109          | 1            | 109                     |
|  | ↷↷ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↷ Through             | 1194         | 1            | 659                     | 973          | 1            | 536                     |
|  | ↷↶ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↷ Right               | 123          | 0            | 123                     | 99           | 0            | 99                      |
|  | ↷↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>   | ↶ Left                | 62           | 1            | 62                      | 86           | 1            | 86                      |
|  | ↶↷ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↷ Through             | 782          | 2            | 391                     | 1171         | 2            | 586                     |
|  | ↷↶ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↷ Right               | 15           | 1            | 0                       | 19           | 1            | 0                       |
|  | ↷↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>   | ↷ Left                | 108          | 1            | 108                     | 83           | 1            | 83                      |
|  | ↷↷ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | ↷ Through             | 1235         | 1            | 641                     | 1102         | 1            | 614                     |
|  | ↷↶ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↷ Right               | 47           | 0            | 47                      | 126          | 0            | 126                     |
|  | ↷↷ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↷↶ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>  |                       |              |              | <i>North-South:</i> 757 |              |              | <i>North-South:</i> 728 |
|  |                       |              |              | <i>East-West:</i> 703   |              |              | <i>East-West:</i> 700   |
|  |                       |              |              | <b>SUM:</b> 1460        |              |              | <b>SUM:</b> 1428        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                       |              |              | 1.025                   |              |              | 1.002                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                       |              |              | <b>0.925</b>            |              |              | <b>0.902</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>   |                       |              |              | <b>E</b>                |              |              | <b>E</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Argyle Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 36             | 1              | 36                      | 40             | 1              | 40                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 115            | 1              | 115                     | 316            | 1              | 316                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 46             | 1              | 0                       | 60             | 1              | 19                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 70             | 1              | 70                      | 55             | 1              | 55                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 238            | 1              | 238                     | 134            | 1              | 134                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 64             | 1              | 13                      | 80             | 1              | 3                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 103            | 1              | 103                     | 155            | 1              | 155                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 772            | 2              | 386                     | 1281           | 2              | 641                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 133            | 1              | 115                     | 181            | 1              | 161                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 202            | 1              | 202                     | 83             | 1              | 83                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1305           | 1              | 696                     | 1107           | 1              | 650                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 86             | 0              | 86                      | 192            | 0              | 192                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 274 |                |                | <i>North-South:</i> 371 |
|  |                    |                |                | <i>East-West:</i> 799   |                |                | <i>East-West:</i> 805   |
|  |                    |                |                | <b>SUM:</b> 1073        |                |                | <b>SUM:</b> 1176        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.715                   |                |                | 0.784                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.615</b>            |                |                | <b>0.684</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>B</b>                |                |                | <b>B</b>                |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower St  
**Scenario:** Future with Project Conditions (Year 2022)  
**Count Date:** Year 2016

**East-West Street:** Hollywood Blvd  
**Analyst:** GTC

**Date:** Mar-18

|  |                       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-----------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |                       |              |              | 2                       |              |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                       | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| Override Capacity                      |                       |              |              | 2                       |              |              | 2                       |
|  |                       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵ Left                | 64           | 1            | 64                      | 120          | 1            | 120                     |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 337          | 1            | 216                     | 683          | 1            | 418                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 95           | 0            | 95                      | 152          | 0            | 152                     |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵ Left                | 63           | 1            | 63                      | 49           | 1            | 49                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 496          | 1            | 496                     | 428          | 1            | 428                     |
|  | ↵↔ Through-Right      |              | 0            |                         |              | 0            |                         |
|  | ↘ Right               | 415          | 1            | 394                     | 153          | 1            | 106                     |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵ Left                | 43           | 1            | 43                      | 94           | 1            | 94                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 778          | 1            | 423                     | 1237         | 1            | 659                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 68           | 0            | 68                      | 80           | 0            | 80                      |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵ Left                | 114          | 1            | 114                     | 98           | 1            | 98                      |
|  | ↵↔ Left-Through       |              | 0            |                         |              | 0            |                         |
|  | → Through             | 1403         | 1            | 715                     | 1114         | 1            | 596                     |
|  | ↵↔ Through-Right      |              | 1            |                         |              | 1            |                         |
|  | ↘ Right               | 26           | 0            | 26                      | 77           | 0            | 77                      |
|  | ↵↔ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↵↔ Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                       |              |              | <i>North-South:</i> 560 |              |              | <i>North-South:</i> 548 |
|  |                       |              |              | <i>East-West:</i> 758   |              |              | <i>East-West:</i> 757   |
|  |                       |              |              | <i>SUM:</i> 1318        |              |              | <i>SUM:</i> 1305        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                       |              |              | 0.879                   |              |              | 0.870                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                       |              |              | <b>0.779</b>            |              |              | <b>0.770</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                       |              |              | <b>C</b>                |              |              | <b>C</b>                |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 42             | 1              | 42                      | 94             | 1              | 94                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 143            | 1              | 143                     | 344            | 1              | 344                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 180            | 1              | 61                      | 234            | 1              | 174                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 105            | 1              | 105                     | 80             | 1              | 80                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 332            | 0              | 429                     | 204            | 0              | 285                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 97             | 0              | 0                       | 81             | 0              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 23             | 1              | 23                      | 76             | 1              | 76                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 785            | 1              | 432                     | 1342           | 1              | 700                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 79             | 0              | 79                      | 57             | 0              | 57                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 238            | 1              | 238                     | 121            | 1              | 121                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1343           | 1              | 692                     | 972            | 1              | 515                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 41             | 0              | 41                      | 58             | 0              | 58                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 471 |                |                | <i>North-South:</i> 424 |
|  |                    |                |                | <i>East-West:</i> 715   |                |                | <i>East-West:</i> 821   |
|  |                    |                |                | <b>SUM:</b> 1186        |                |                | <b>SUM:</b> 1245        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.791                   |                |                | 0.830                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.691</b>            |                |                | <b>0.730</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>B</b>                |                |                | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



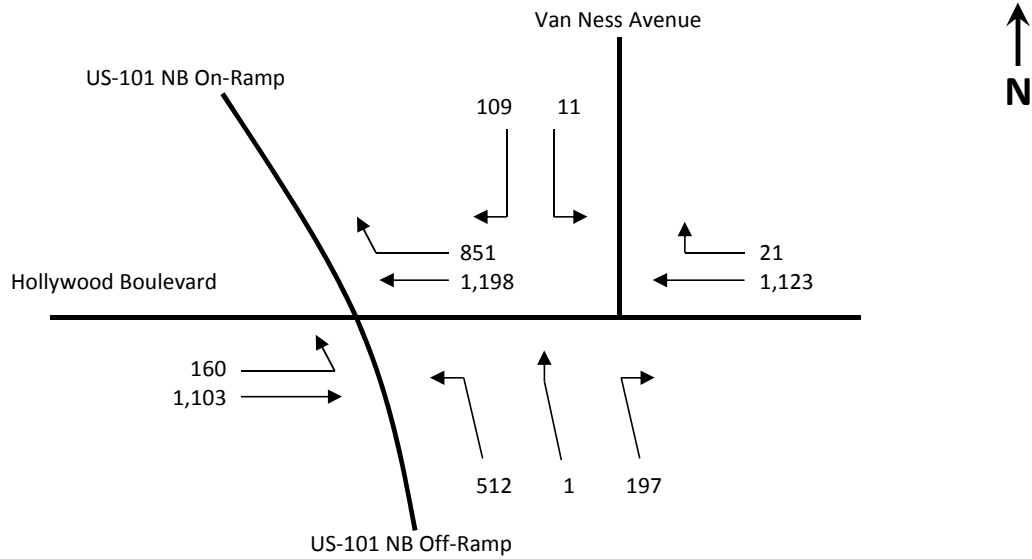
**I/S #:**  
**14**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|--------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |              |              | 3                       |              |              | 3                       |
|  |                    |              |              | 0                       |              |              | 0                       |
|  |                    | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
|  |                    | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
|  |                    |              |              | 2                       |              |              | 2                       |
|  |                    |              |              | 0                       |              |              | 0                       |
| MOVEMENT   |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>  | Left               | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>  | Left               | 581          | 1            | 417                     | 590          | 1            | 374                     |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 4            | 0            | 417                     | 14           | 0            | 374                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 249          | 0            | 0                       | 144          | 0            | 0                       |
|  | Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>   | Left               | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 662          | 2            | 331                     | 1186         | 2            | 593                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 317          | 1            | 317                     | 429          | 1            | 429                     |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>   | Left               | 80           | 1            | 80                      | 108          | 1            | 108                     |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 1603         | 2            | 802                     | 1347         | 2            | 674                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | Left-Right         |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>  |                    |              |              | <i>North-South:</i> 417 |              |              | <i>North-South:</i> 374 |
|  |                    |              |              | <i>East-West:</i> 802   |              |              | <i>East-West:</i> 701   |
|  |                    |              |              | <b>SUM:</b> 1219        |              |              | <b>SUM:</b> 1075        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                    |              |              | 0.855                   |              |              | 0.754                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                    |              |              | <b>0.755</b>            |              |              | <b>0.654</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>   |                    |              |              | <b>C</b>                |              |              | <b>B</b>                |

**Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard**

**Future with Project Conditions (Year 2022) - AM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                           |                   |       |            |
|---------------------------|-------------------|-------|------------|
| Eastbound Lefts:          | 160               |       | <u>and</u> |
| Westbound Throughs:       | $\frac{1,198}{2}$ | = 599 | <u>or</u>  |
| Westbound Rights:         | 851               |       | <u>or</u>  |
| Eastbound Throughs:       | $\frac{1,103}{2}$ | = 552 |            |
| Critical Volume #1 (CV1): | <b>1,011</b>      |       |            |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                               |            |   |      |   |     |           |
|-------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:             | 512        | * | 0.55 | = | 282 | <u>or</u> |
| Northbound Throughs + Rights: | 1          | + | 197  | = | 198 |           |
| Critical Volume #2 (CV2):     | <b>282</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

|                           |            |  |           |
|---------------------------|------------|--|-----------|
| Southbound Lefts:         | 11         |  | <u>or</u> |
| Southbound Rights:        | 109        |  |           |
| Critical Volume #3 (CV3): | <b>109</b> |  |           |

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|                  |       |   |     |   |     |   |              |
|------------------|-------|---|-----|---|-----|---|--------------|
| Critical Volume: | 1,011 | + | 282 | + | 109 | = | <b>1,402</b> |
|------------------|-------|---|-----|---|-----|---|--------------|

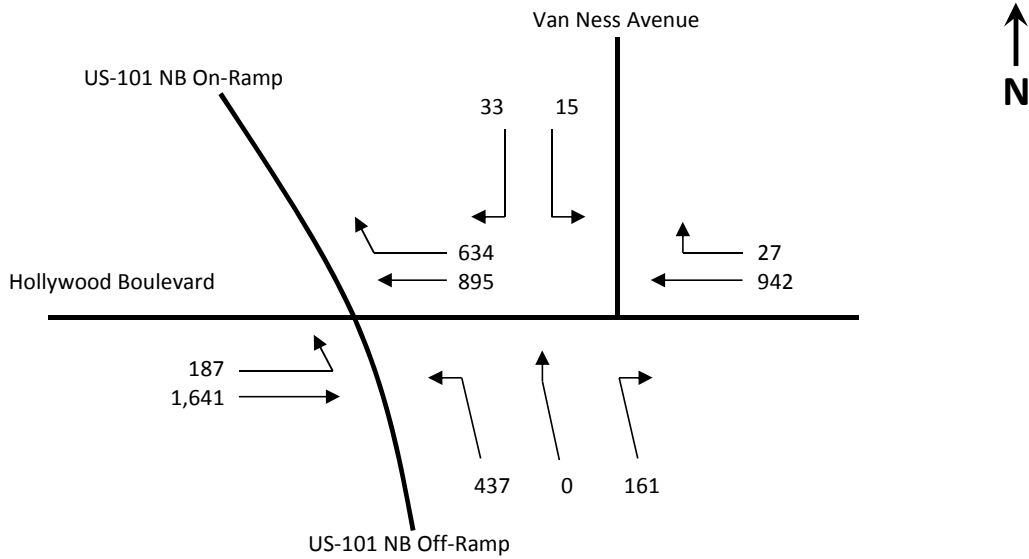
|                   |                       |   |              |
|-------------------|-----------------------|---|--------------|
| Intersection V/C: | $\frac{1,402}{1,425}$ | = | <b>0.984</b> |
|-------------------|-----------------------|---|--------------|

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.884**                      **Intersection LOS: D**

# Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

## Future with Project Conditions (Year 2022) - PM Peak Hour



- 1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

|                           |                   |   |     |  |            |
|---------------------------|-------------------|---|-----|--|------------|
| Eastbound Lefts:          | 187               |   |     |  | <u>and</u> |
| Westbound Throughs:       | $\frac{895}{2}$   | = | 448 |  | <u>or</u>  |
| Westbound Rights:         | 634               |   |     |  | <u>or</u>  |
| Eastbound Throughs:       | $\frac{1,641}{2}$ | = | 821 |  |            |
| Critical Volume #1 (CV1): | <b>821</b>        |   |     |  |            |

- 2) Critical volume calculation for northbound traffic exiting US-101

|                               |            |   |      |   |     |           |
|-------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:             | 437        | * | 0.55 | = | 240 | <u>or</u> |
| Northbound Throughs + Rights: | 0          | + | 161  | = | 161 |           |
| Critical Volume #2 (CV2):     | <b>240</b> |   |      |   |     |           |

- 3) Critical volume calculation for southbound traffic on Van Ness Avenue

|                           |           |  |  |  |           |
|---------------------------|-----------|--|--|--|-----------|
| Southbound Lefts:         | 15        |  |  |  | <u>or</u> |
| Southbound Rights:        | 33        |  |  |  |           |
| Critical Volume #3 (CV3): | <b>33</b> |  |  |  |           |

Critical Volume: 821 + 240 + 33 = **1,094**

Intersection V/C:  $\frac{1,094}{1,425} =$  **0.768**

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.668**                      **Intersection LOS: B**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Selma Ave

**Scenario:** Future with Project Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR   |              |                            |
|--|--|--------------|--------------|--|--|--------------|----------------------------|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |  |              | 2<br>0<br>0<br>0<br>2<br>0 |
|  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 |              |              |  | <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0       |              |                            |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume   | No. of Lanes | Lane Volume                |
| <b>NORTHBOUND</b>  | Left   | 55           | 1            | 55   | 55   | 1            | 55                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 839          | 2            | 420  | 1342   | 2            | 671                        |
|  | Through-Right  |              | 0            |  |  | 0            |                            |
|  | Right  | 102          | 1            | 57   | 119  | 1            | 93                         |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>SOUTHBOUND</b>  | Left   | 38           | 1            | 38   | 78   | 1            | 78                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 1468         | 1            | 768  | 1072   | 1            | 576                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 68           | 0            | 68   | 80   | 0            | 80                         |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>EASTBOUND</b>   | Left   | 39           | 1            | 39   | 87   | 1            | 87                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 66           | 0            | 137  | 222  | 0            | 310                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 71           | 0            | 0  | 88   | 0            | 0                          |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>WESTBOUND</b>   | Left   | 90           | 1            | 90   | 53   | 1            | 53                         |
|  | Left-Through   |              | 0            |  |  | 0            |                            |
|  | Through  | 115          | 0            | 267  | 107  | 0            | 180                        |
|  | Through-Right  |              | 1            |  |  | 1            |                            |
|  | Right  | 152          | 0            | 0  | 73   | 0            | 0                          |
|  | Left-Through-Right   |              | 0            |  |  | 0            |                            |
|  | Left-Right   |              | 0            |  |  | 0            |                            |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 823<br><i>East-West:</i> 306<br><b>SUM:</b> 1129 | <i>North-South:</i> 749<br><i>East-West:</i> 363<br><b>SUM:</b> 1112 |              |                            |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.753  |  |              | 0.741                      |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.653</b>   |  |              | <b>0.641</b>               |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>B</b>   |  |              | <b>B</b>                   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**17**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Sunset Blvd

**Scenario:** Future with Project Conditions (Year 2022)

**Count Date:** Year 2016

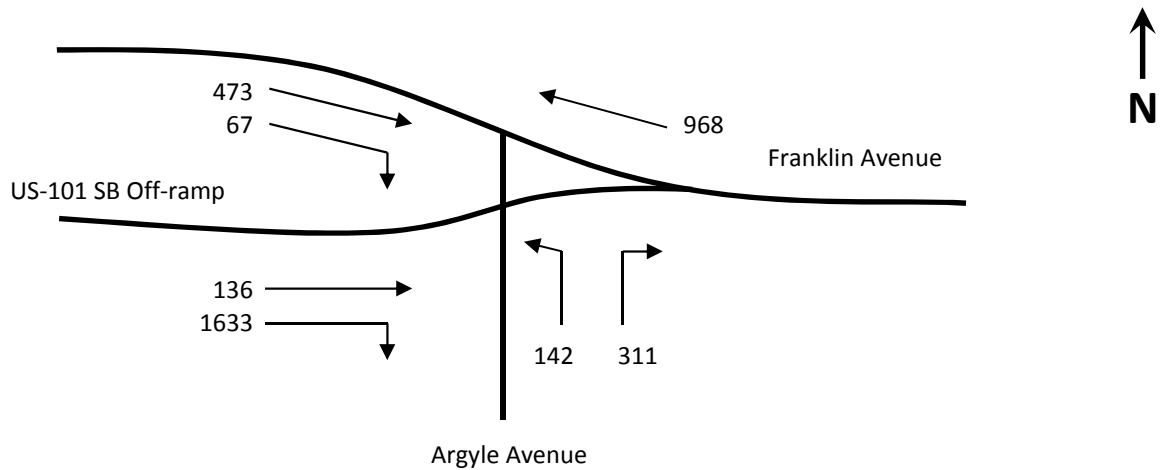
**Analyst:** GTC

**Date:** Mar-18

|  |       | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|-------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases                          |       |              |              | 4                       |              |              | 4                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |       |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |       | NB -- 3      | SB -- 0      | 0                       | NB -- 3      | SB -- 0      | 0                       |
|  |       | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |       |              |              | 2                       |              |              | 2                       |
| Override Capacity                      |       |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |       | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | ↵     | 122          | 1            | 122                     | 124          | 1            | 124                     |
|  | ↵↔    |              | 0            |                         |              | 0            |                         |
|  | ↔     | 793          | 2            | 397                     | 1272         | 2            | 636                     |
|  | ↔↵    |              | 0            |                         |              | 0            |                         |
|  | ↔↵↔   | 269          | 1            | 0                       | 303          | 1            | 67                      |
|  | ↔↵↔↵  |              | 0            |                         |              | 0            |                         |
|  | ↔↵↔↵↔ |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | ↵     | 102          | 1            | 102                     | 206          | 1            | 206                     |
|  | ↵↔    |              | 0            |                         |              | 0            |                         |
|  | ↔     | 1325         | 1            | 727                     | 1064         | 1            | 607                     |
|  | ↔↵    |              | 1            |                         |              | 1            |                         |
|  | ↔↵↔   | 129          | 0            | 129                     | 149          | 0            | 149                     |
|  | ↔↵↔↵  |              | 0            |                         |              | 0            |                         |
|  | ↔↵↔↵↔ |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | ↵     | 63           | 1            | 63                      | 98           | 1            | 98                      |
|  | ↵↔    |              | 0            |                         |              | 0            |                         |
|  | ↔     | 1067         | 2            | 392                     | 1596         | 2            | 567                     |
|  | ↔↵    |              | 1            |                         |              | 1            |                         |
|  | ↔↵↔   | 110          | 0            | 110                     | 105          | 0            | 105                     |
|  | ↔↵↔↵  |              | 0            |                         |              | 0            |                         |
|  | ↔↵↔↵↔ |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | ↵     | 276          | 1            | 276                     | 236          | 1            | 236                     |
|  | ↵↔    |              | 0            |                         |              | 0            |                         |
|  | ↔     | 1442         | 2            | 520                     | 1387         | 2            | 512                     |
|  | ↔↵    |              | 1            |                         |              | 1            |                         |
|  | ↔↵↔   | 119          | 0            | 119                     | 149          | 0            | 149                     |
|  | ↔↵↔↵  |              | 0            |                         |              | 0            |                         |
|  | ↔↵↔↵↔ |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |       |              |              | <i>North-South:</i> 849 |              |              | <i>North-South:</i> 842 |
|  |       |              |              | <i>East-West:</i> 668   |              |              | <i>East-West:</i> 803   |
|  |       |              |              | <b>SUM:</b> 1517        |              |              | <b>SUM:</b> 1645        |
| VOLUME/CAPACITY (V/C) RATIO:           |       |              |              | 1.103                   |              |              | 1.196                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |       |              |              | <b>1.003</b>            |              |              | <b>1.096</b>            |
| LEVEL OF SERVICE (LOS):                |       |              |              | <b>F</b>                |              |              | <b>F</b>                |

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Project with Mitigation Conditions (Year 2022) - AM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

$$\text{Westbound Through:} \quad \frac{968}{2} = 484 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{473}{2} = 237 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 136$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{484}$$

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

$$\text{Northbound Left + Right:} \quad \frac{142 + 311}{2} = \frac{453}{2} = 227 \quad \text{or}$$

$$\text{Northbound Right:} \quad 311 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 67$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{227}$$

$$\text{Critical Volume:} \quad 484 + 227 = \mathbf{711}$$

$$\text{Intersection V/C:} \quad \frac{711}{1500} = \mathbf{0.474}$$

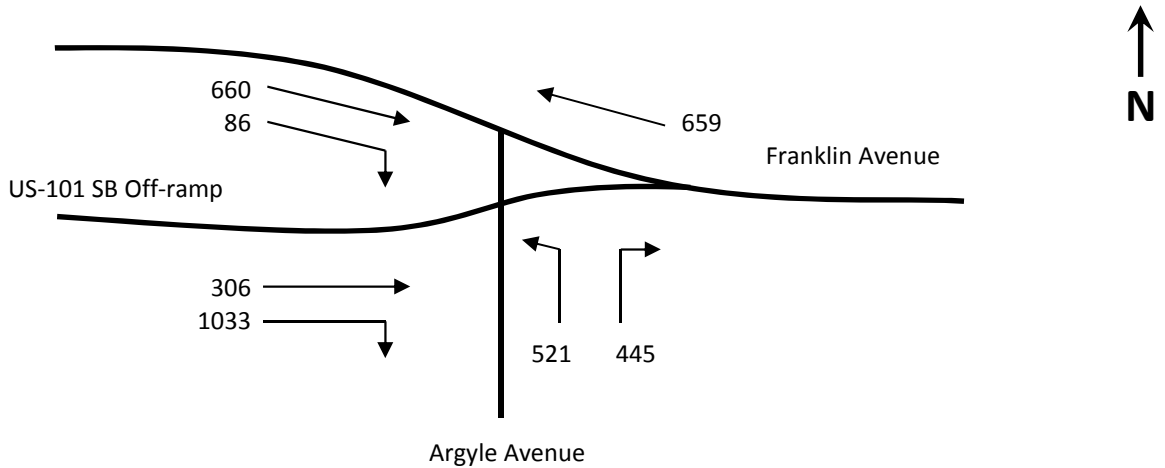
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.374}$$

$$\text{Intersection LOS:} \quad \mathbf{A}$$

## Intersection 1 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Project with Mitigation Conditions (Year 2022) - PM Peak Hour



- 1)** Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through:  $\frac{659}{2} = 330$  or

Eastbound Through (Franklin):  $\frac{660}{2} = 330$  or

Eastbound Through (US-101): 306

Critical Volume #1 (CV1): **330**

- 2)** Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right:  
 $\frac{521 + 445}{2} = \frac{966}{2} = 483$  or

Northbound Right: 445 or

Eastbound Right (Franklin): 86

Critical Volume #2 (CV2): **483**

Critical Volume: 330 + 483 = **813**

Intersection V/C:  $\frac{813}{1500} = \mathbf{0.542}$

ATSAC/ATCS Credit: 0.10

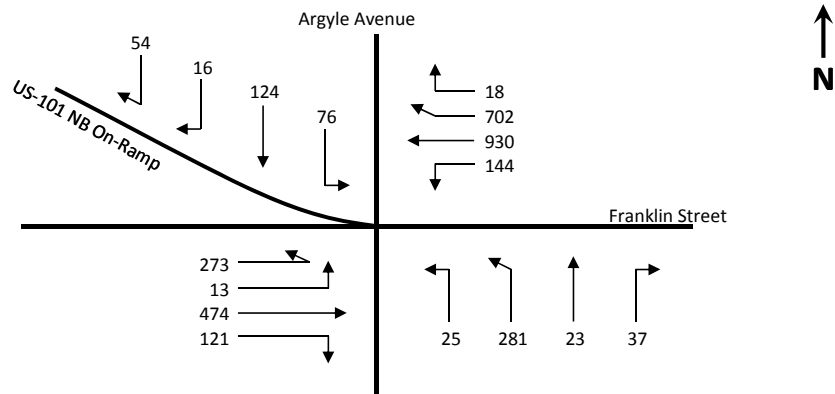
**Final intersection V/C: 0.442**

**Intersection LOS: A**



**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Project with Mitigation Conditions (Year 2022) - AM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Franklin Street**

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $273 + 13 = 286$  and

Westbound Throughs + Rights:  

$$\frac{930 + 702 + 18}{2} = \frac{1650}{2} = 825$$
 or

Westbound Rights:  $702 + 18 = 720$  or

Westbound Lefts:  $144$  and

Eastbound Throughs:  $\frac{474}{2} = 237$  or

Eastbound Rights:  $121$

Critical Volume #1 (CV1): **1111**

**2) Critical volume calculation for northbound traffic on Argyle Avenue**

Northbound Lefts + Throughs:  

$$\frac{25 + 281 + 23}{2} = \frac{329}{2} = 165$$
 or

Northbound Rights:  $37 - 0.5 \cdot \text{WBL} = 0$

Critical Volume #2 (CV2): **165**

**3) Critical volume calculation for southbound traffic on Argyle Avenue**

Southbound Lefts:  $76$  or

Southbound Throughs + Rights:  

$$\frac{124 + 16 + 54}{2} = \frac{194}{2} = 97$$
 or

Southbound Rights:  $16 + 54 = 70$

Critical Volume #3 (CV3): **97**

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Critical Volume:  $1111 + 165 + 97 = \mathbf{1373}$

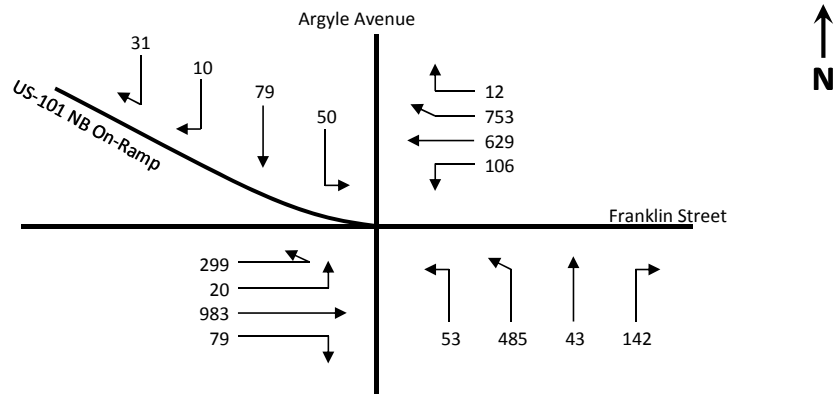
Intersection V/C:  $\frac{1373}{1375} = \mathbf{0.999}$

ATSAC/ATCS Credit:  $0.10$

**Final intersection V/C: 0.899                      Intersection LOS: D**

**Intersection 2 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Project with Mitigation Conditions (Year 2022) - PM Peak Hour**



- 1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:  
 $299 + 20 = 319$  and

Westbound Throughs + Rights:  

$$\frac{629 + 753 + 12}{2} = \frac{1394}{2} = 697$$
 or

Westbound Rights:  $753 + 12 = 765$  or

Westbound Lefts:  $106$  and

Eastbound Throughs:  $\frac{983}{2} = 492$  or

Eastbound Rights:  $79$

Critical Volume #1 (CV1): **1084**

- 2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:  

$$\frac{53 + 485 + 43}{2} = \frac{581}{2} = 291$$
 or

Northbound Rights:  $142 - 0.5 \cdot \text{WBL} = 89$

Critical Volume #2 (CV2): **291**

- 3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts:  $50$  or

Southbound Throughs + Rights:  

$$\frac{79 + 10 + 31}{2} = \frac{120}{2} = 60$$
 or

Southbound Rights:  $10 + 31 = 41$

Critical Volume #3 (CV3): **60**

---

Critical Volume:  $1084 + 291 + 60 = 1435$

Intersection V/C:  $\frac{1435}{1375} = 1.044$

ATSAC/ATCS Credit:  $0.10$

**Final intersection V/C: 0.944**      **Intersection LOS: E**



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Gower Street      **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|   |                    | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|---|--------------------|----------------|----------------|--|----------------|----------------|--|
|   |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>No. of Phases</b><br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                |                | 4<br>1<br>0<br>0<br>2<br>0   |                |                | 4<br>1<br>0<br>0<br>2<br>0   |
|   |                    | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  | <i>NB</i> -- 3 | <i>SB</i> -- 0 |  |
|   |                    | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  | <i>EB</i> -- 0 | <i>WB</i> -- 0 |  |
| MOVEMENT  |                    | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>   | Left               | 296            | 1              | 181  | 481            | 1              | 314  |
|   | Left-Through       |                | 1              |  |                | 1              |  |
|   | Through            | 65             | 0              | 181  | 146            | 0              | 314  |
|   | Through-Right      |                | 0              |  |                | 0              |  |
|   | Right              | 300            | 1              | 88   | 495            | 1              | 374  |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>   | Left               | 19             | 0              | 19   | 21             | 0              | 21   |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 157            | 0              | 230  | 95             | 0              | 131  |
|   | Through-Right      |                | 0              |  |                | 0              |  |
|   | Right              | 54             | 0              | 0  | 15             | 0              | 0  |
|   | Left-Through-Right |                | 1              |  |                | 1              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>  | Left               | 10             | 1              | 10   | 16             | 1              | 16   |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 537            | 1              | 300  | 1031           | 1              | 541  |
|   | Through-Right      |                | 1              |  |                | 1              |  |
|   | Right              | 62             | 0              | 62   | 51             | 0              | 51   |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>  | Left               | 212            | 1              | 212  | 121            | 1              | 121  |
|   | Left-Through       |                | 0              |  |                | 0              |  |
|   | Through            | 1343           | 1              | 674  | 986            | 1              | 503  |
|   | Through-Right      |                | 1              |  |                | 1              |  |
|   | Right              | 5              | 0              | 5  | 19             | 0              | 19   |
|   | Left-Through-Right |                | 0              |  |                | 0              |  |
|   | Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>   |                    |                |                | <i>North-South:</i> 411<br><i>East-West:</i> 684<br><i>SUM:</i> 1095 |                |                | <i>North-South:</i> 505<br><i>East-West:</i> 662<br><i>SUM:</i> 1167 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>   |                    |                |                | 0.796  |                |                | 0.849  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>  |                    |                |                | <b>0.696</b>   |                |                | <b>0.749</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>  |                    |                |                | <b>B</b>   |                |                | <b>C</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**4**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Beachwood Drive/US 101 **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016 **Analyst:** GTC **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 3                       |                |                | 3                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 3 | 3                       | <i>NB --</i> 0 | <i>SB --</i> 3 | 3                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 11             | 0              | 11                      | 23             | 0              | 23                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 48             | 0              | 93                      | 51             | 0              | 101                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 34             | 0              | 0                       | 27             | 0              | 0                       |
|  | Left-Through-Right |                | 1              |                         |                | 1              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 185            | 0              | 185                     | 225            | 0              | 225                     |
|  | Left-Through       |                | 1              |                         |                | 1              |                         |
|  | Through            | 0              | 0              | 185                     | 1              | 0              | 226                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 175            | 1              | 77                      | 202            | 1              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 98             | 1              | 98                      | 205            | 1              | 205                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 781            | 1              | 394                     | 1251           | 1              | 628                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 6              | 0              | 6                       | 4              | 0              | 4                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 3              | 1              | 3                       | 5              | 1              | 5                       |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1403           | 1              | 762                     | 983            | 1              | 583                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 120            | 0              | 120                     | 182            | 0              | 182                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 278 |                |                | <i>North-South:</i> 326 |
|  |                    |                |                | <i>East-West:</i> 860   |                |                | <i>East-West:</i> 788   |
|  |                    |                |                | <b>SUM:</b> 1138        |                |                | <b>SUM:</b> 1114        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.799                   |                |                | 0.782                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.699</b>            |                |                | <b>0.682</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>B</b>                |                |                | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**5**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Avenue      **East-West Street:** Franklin Avenue  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 35             | 0            | 35                      | 48             | 0            | 48                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 120            | 0            | 259                     | 164            | 0            | 456                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 104            | 0            | 0                       | 244            | 0            | 0                       |
|  | Left-Through-Right |                | 1            |                         |                | 1            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 86             | 0            | 86                      | 100            | 0            | 100                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 182            | 0            | 368                     | 134            | 0            | 336                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 100            | 0            | 0                       | 102            | 0            | 0                       |
|  | Left-Through-Right |                | 1            |                         |                | 1            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 88             | 1            | 88                      | 128            | 1            | 128                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 761            | 1            | 434                     | 1231           | 1            | 647                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 106            | 0            | 106                     | 63             | 0            | 63                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 195            | 1            | 195                     | 125            | 1            | 125                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1251           | 1            | 653                     | 983            | 1            | 517                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 55             | 0            | 55                      | 51             | 0            | 51                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 403 |                |              | <i>North-South:</i> 556 |
|  |                    |                |              | <i>East-West:</i> 741   |                |              | <i>East-West:</i> 772   |
|  |                    |                |              | <b>SUM:</b> 1144        |                |              | <b>SUM:</b> 1328        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.763                   |                |              | 0.885                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.663</b>            |                |              | <b>0.785</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>                |                |              | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**6**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Vine St

**East-West Street:** Yucca St

**Scenario:** Future with Project with Mitigation Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 91             | 1            | 91                      | 254            | 1            | 254                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 448            | 1            | 321                     | 890            | 1            | 587                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 193            | 0            | 193                     | 284            | 0            | 284                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 105            | 1            | 105                     | 40             | 1            | 40                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1217           | 1            | 786                     | 1040           | 1            | 543                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 355            | 0            | 355                     | 45             | 0            | 45                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 5              | 1            | 5                       | 54             | 1            | 54                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 66             | 1            | 66                      | 146            | 1            | 146                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 68             | 1            | 23                      | 85             | 1            | 0                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 122            | 1            | 122                     | 107            | 1            | 107                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 143            | 1            | 75                      | 84             | 1            | 48                      |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 7              | 0            | 7                       | 12             | 0            | 12                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 877 |                |              | <i>North-South:</i> 797 |
|  |                    |                |              | <i>East-West:</i> 188   |                |              | <i>East-West:</i> 253   |
|  |                    |                |              | <b>SUM:</b> 1065        |                |              | <b>SUM:</b> 1050        |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                |              | 0.710                   |                |              | 0.700                   |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                |              | <b>0.610</b>            |                |              | <b>0.600</b>            |
| LEVEL OF SERVICE (LOS):                |                    |                |              | <b>B</b>                |                |              | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**7**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Yucca St  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 1 | 1                       | <i>NB --</i> 0 | <i>SB --</i> 1 | 1                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 20             | 0              | 20                      | 39             | 0              | 39                      |
|  | Left-Through       |                | 1              |                         |                | 1              |                         |
|  | Through            | 208            | 0              | 124                     | 506            | 0              | 294                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 20             | 0              | 124                     | 43             | 0              | 294                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 3              | 0              | 3                       | 10             | 0              | 10                      |
|  | Left-Through       |                | 1              |                         |                | 1              |                         |
|  | Through            | 218            | 0              | 111                     | 121            | 0              | 71                      |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 2              | 1              | 0                       | 3              | 1              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 184            | 1              | 184                     | 304            | 1              | 304                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 23             | 1              | 23                      | 90             | 1              | 90                      |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 132            | 1              | 132                     | 80             | 1              | 80                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 59             | 1              | 59                      | 22             | 1              | 22                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 173            | 0              | 264                     | 96             | 0              | 217                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 91             | 0              | 0                       | 121            | 0              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 131 |                |                | <i>North-South:</i> 304 |
|  |                    |                |                | <i>East-West:</i> 448   |                |                | <i>East-West:</i> 521   |
|  |                    |                |                | <b>SUM:</b> 579         |                |                | <b>SUM:</b> 825         |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.386                   |                |                | 0.550                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.286</b>            |                |                | <b>0.450</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>A</b>                |                |                | <b>A</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**8**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Cahuenga Boulevard      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |              |   | PM PEAK HOUR   |              |  |
|--|--------------------|----------------|--------------|---|----------------|--------------|--|
|  |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume  |
| No. of Phases                          |                    |                |              | 2   |                |              | 2  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0   |                |              | 0  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0   | <i>NB --</i> 0 | <i>SB --</i> | 0  |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0   | <i>EB --</i> 0 | <i>WB --</i> | 0  |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2   |                |              | 2  |
| Override Capacity                      |                    |                |              | 0   |                |              | 0  |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume   | Volume         | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>                      | Left               | 19             | 0            | 19  | 11             | 0            | 0  |
|  | Left-Through       |                | 1            |   |                | 0            |  |
|  | Through            | 749            | 0            | 450   | 965            | 1            | 536  |
|  | Through-Right      |                | 1            |   |                | 1            |  |
|  | Right              | 36             | 0            | 450   | 107            | 0            | 107  |
|  | Left-Through-Right |                | 0            |   |                | 0            |  |
|  | Left-Right         |                | 0            |   |                | 0            |  |
| <b>SOUTHBOUND</b>                      | Left               | 64             | 0            | 64  | 22             | 0            | 0  |
|  | Left-Through       |                | 1            |   |                | 0            |  |
|  | Through            | 1367           | 0            | 985   | 960            | 1            | 533  |
|  | Through-Right      |                | 1            |   |                | 1            |  |
|  | Right              | 347            | 0            | 985   | 106            | 0            | 106  |
|  | Left-Through-Right |                | 0            |   |                | 0            |  |
|  | Left-Right         |                | 0            |   |                | 0            |  |
| <b>EASTBOUND</b>                       | Left               | 41             | 1            | 41  | 68             | 1            | 68   |
|  | Left-Through       |                | 0            |   |                | 0            |  |
|  | Through            | 803            | 1            | 422   | 1163           | 1            | 599  |
|  | Through-Right      |                | 1            |   |                | 1            |  |
|  | Right              | 41             | 0            | 41  | 34             | 0            | 34   |
|  | Left-Through-Right |                | 0            |   |                | 0            |  |
|  | Left-Right         |                | 0            |   |                | 0            |  |
| <b>WESTBOUND</b>                       | Left               | 84             | 1            | 84  | 53             | 1            | 53   |
|  | Left-Through       |                | 0            |   |                | 0            |  |
|  | Through            | 1192           | 2            | 596   | 1155           | 2            | 578  |
|  | Through-Right      |                | 0            |   |                | 0            |  |
|  | Right              | 53             | 1            | 53  | 133            | 1            | 133  |
|  | Left-Through-Right |                | 0            |   |                | 0            |  |
|  | Left-Right         |                | 0            |   |                | 0            |  |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 1004<br><i>East-West:</i> 637<br><i>SUM:</i> 1641 |                |              | <i>North-South:</i> 536<br><i>East-West:</i> 652<br><i>SUM:</i> 1188 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 1.094   |                |              | 0.792  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.994</b>  |                |              | <b>0.692</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>E</b>  |                |              | <b>B</b>   |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**9**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Ivar Ave

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project with Mitigation Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|   |                    | AM PEAK HOUR |              |   | PM PEAK HOUR       |              |   |
|---|--------------------|--------------|--------------|---|--------------------|--------------|---|
|   |                    | Volume       | No. of Lanes | Lane Volume   | Volume             | No. of Lanes | Lane Volume   |
| <b>No. of Phases</b><br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |              |              | 2<br>0<br>0<br>0<br>2<br>0                              |                    |              | 2<br>0<br>0<br>0<br>2<br>0  |
|   | <i>NB --</i>       | 0            |              | <i>SB --</i>  | 0                  | <i>NB --</i> | 0   |
|   | <i>EB --</i>       | 0            |              | <i>WB --</i>  | 0                  | <i>EB --</i> | 0   |
|   |                    |              |              |   |                    |              | 2<br>0  |
| MOVEMENT  |                    | Volume       | No. of Lanes | Lane Volume   | Volume             | No. of Lanes | Lane Volume   |
| <b>NORTHBOUND</b>   | Left               | 8            | 0            | 8   | 31                 | 0            | 31  |
|   | Left-Through       |              | 0            |   |                    | 0            |   |
|   | Through            | 61           | 0            | 108   | 224                | 0            | 366   |
|   | Through-Right      |              | 0            |   |                    | 0            |   |
|   | Right              | 39           | 0            | 0   | 111                | 0            | 0   |
|   | Left-Through-Right |              | 1            |   |                    | 1            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>SOUTHBOUND</b>   | Left               | 12           | 0            | 12  | 11                 | 0            | 11  |
|   | Left-Through       |              | 0            |   |                    | 0            |   |
|   | Through            | 247          | 0            | 393   | 47                 | 0            | 76  |
|   | Through-Right      |              | 0            |   |                    | 0            |   |
|   | Right              | 134          | 0            | 0   | 18                 | 0            | 0   |
|   | Left-Through-Right |              | 1            |   |                    | 1            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>EASTBOUND</b>  | Left               | 19           | 1            | 19  | 28                 | 1            | 28  |
|   | Left-Through       |              | 0            |   |                    | 0            |   |
|   | Through            | 873          | 1            | 447   | 1187               | 1            | 608   |
|   | Through-Right      |              | 1            |   |                    | 1            |   |
|   | Right              | 21           | 0            | 21  | 29                 | 0            | 29  |
|   | Left-Through-Right |              | 0            |   |                    | 0            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>WESTBOUND</b>  | Left               | 82           | 1            | 82  | 54                 | 1            | 54  |
|   | Left-Through       |              | 0            |   |                    | 0            |   |
|   | Through            | 1306         | 1            | 675   | 1177               | 1            | 607   |
|   | Through-Right      |              | 1            |   |                    | 1            |   |
|   | Right              | 44           | 0            | 44  | 37                 | 0            | 37  |
|   | Left-Through-Right |              | 0            |   |                    | 0            |   |
|   | Left-Right         |              | 0            |   |                    | 0            |   |
| <b>CRITICAL VOLUMES</b>   |                    |              |              | <i>North-South:</i><br><i>East-West:</i><br><i>SUM:</i> | 401<br>694<br>1095 |              | <i>North-South:</i><br><i>East-West:</i><br><i>SUM:</i><br>377<br>662<br>1039 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>   |                    |              |              |   | 0.730              |              | 0.693   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>  |                    |              |              |   | <b>0.630</b>       |              | <b>0.593</b>  |
| <b>LEVEL OF SERVICE (LOS):</b>  |                    |              |              |   | <b>B</b>           |              | <b>A</b>  |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**10**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|   |                       | AM PEAK HOUR   |                |  | PM PEAK HOUR   |                |  |
|---|-----------------------|----------------|----------------|--|----------------|----------------|--|
|   |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>No. of Phases</b><br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                       |                |                | 3  |                |                | 3  |
|   |                       |                |                | 0  |                |                | 0  |
|   |                       | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0  | <i>NB</i> -- 0 | <i>SB</i> -- 0 | 0  |
|   |                       | <i>EB</i> -- 3 | <i>WB</i> -- 0 | 0  | <i>EB</i> -- 3 | <i>WB</i> -- 0 | 0  |
|   |                       |                |                | 2  |                |                | 2  |
|   |                       |                |                | 0  |                |                | 0  |
| MOVEMENT  |                       | Volume         | No. of Lanes   | Lane Volume  | Volume         | No. of Lanes   | Lane Volume  |
| <b>NORTHBOUND</b>   | ↵ Left                | 98             | 1              | 98   | 132            | 1              | 132  |
|   | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|   | → Through             | 671            | 2              | 336  | 1236           | 2              | 618  |
|   | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|   | ↵ Right               | 180            | 1              | 126  | 233            | 1              | 192  |
|   | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|   | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>SOUTHBOUND</b>   | ↵ Left                | 64             | 1              | 64   | 109            | 1              | 109  |
|   | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|   | → Through             | 1193           | 1              | 658  | 972            | 1              | 535  |
|   | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|   | ↵ Right               | 122            | 0              | 122  | 98             | 0              | 98   |
|   | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|   | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>EASTBOUND</b>  | ↵ Left                | 61             | 1              | 61   | 85             | 1              | 85   |
|   | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|   | → Through             | 782            | 2              | 391  | 1171           | 2              | 586  |
|   | ↵↔ Through-Right      |                | 0              |  |                | 0              |  |
|   | ↵ Right               | 15             | 1              | 0  | 19             | 1              | 0  |
|   | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|   | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>WESTBOUND</b>  | ↵ Left                | 108            | 1              | 108  | 83             | 1              | 83   |
|   | ↵↔ Left-Through       |                | 0              |  |                | 0              |  |
|   | → Through             | 1235           | 1              | 641  | 1102           | 1              | 614  |
|   | ↵↔ Through-Right      |                | 1              |  |                | 1              |  |
|   | ↵ Right               | 46             | 0              | 46   | 126            | 0              | 126  |
|   | ↵↔ Left-Through-Right |                | 0              |  |                | 0              |  |
|   | ↵↔ Left-Right         |                | 0              |  |                | 0              |  |
| <b>CRITICAL VOLUMES</b>   |                       |                |                | <i>North-South:</i> 756<br><i>East-West:</i> 702<br><i>SUM:</i> 1458 |                |                | <i>North-South:</i> 727<br><i>East-West:</i> 699<br><i>SUM:</i> 1426 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>   |                       |                |                | 1.023  |                |                | 1.001  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>  |                       |                |                | <b>0.923</b>   |                |                | <b>0.901</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>  |                       |                |                | <b>E</b>   |                |                | <b>E</b>   |

\*\*The final V/C ratio does not account for the 0.01 V/C ratio improvement with implementation of the TSM improvements.



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**11**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Argyle Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| Override Capacity                      |                    |                |              | 2                       |                |              | 2                       |
|  |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 36             | 1            | 36                      | 40             | 1            | 40                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 115            | 1            | 115                     | 316            | 1            | 316                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 46             | 1            | 0                       | 60             | 1            | 19                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 70             | 1            | 70                      | 55             | 1            | 55                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 238            | 1            | 238                     | 134            | 1            | 134                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 64             | 1            | 13                      | 80             | 1            | 3                       |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 103            | 1            | 103                     | 155            | 1            | 155                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 771            | 2            | 386                     | 1281           | 2            | 641                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 133            | 1            | 115                     | 181            | 1            | 161                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 202            | 1            | 202                     | 83             | 1            | 83                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1304           | 1            | 695                     | 1107           | 1            | 650                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 86             | 0            | 86                      | 192            | 0            | 192                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 274 |                |              | <i>North-South:</i> 371 |
|  |                    |                |              | <i>East-West:</i> 798   |                |              | <i>East-West:</i> 805   |
|  |                    |                |              | <b>SUM:</b> 1072        |                |              | <b>SUM:</b> 1176        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.715                   |                |              | 0.784                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.615</b>            |                |              | <b>0.684</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>B</b>                |                |              | <b>B</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**12**

**PROJECT TITLE:** citizenM Hotel

**North-South Street:** Gower St

**East-West Street:** Hollywood Blvd

**Scenario:** Future with Project with Mitigation Conditions (Year 2022)

**Count Date:** Year 2016

**Analyst:** GTC

**Date:** Mar-18

|  |                    | AM PEAK HOUR   |              |                         | PM PEAK HOUR   |              |                         |
|--|--------------------|----------------|--------------|-------------------------|----------------|--------------|-------------------------|
|  |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| No. of Phases                          |                    |                |              | 2                       |                |              | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |              | 0                       |                |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> | 0                       | <i>NB --</i> 0 | <i>SB --</i> | 0                       |
|  |                    | <i>EB --</i> 0 | <i>WB --</i> | 0                       | <i>EB --</i> 0 | <i>WB --</i> | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |                |              | 2                       |                |              | 2                       |
| Override Capacity                      |                    |                |              | 0                       |                |              | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes | Lane Volume             | Volume         | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 64             | 1            | 64                      | 120            | 1            | 120                     |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 337            | 1            | 216                     | 683            | 1            | 418                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 95             | 0            | 95                      | 152            | 0            | 152                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 63             | 1            | 63                      | 49             | 1            | 49                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 496            | 1            | 496                     | 428            | 1            | 428                     |
|  | Through-Right      |                | 0            |                         |                | 0            |                         |
|  | Right              | 415            | 1            | 394                     | 153            | 1            | 106                     |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 43             | 1            | 43                      | 94             | 1            | 94                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 777            | 1            | 423                     | 1237           | 1            | 659                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 68             | 0            | 68                      | 80             | 0            | 80                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 114            | 1            | 114                     | 98             | 1            | 98                      |
|  | Left-Through       |                | 0            |                         |                | 0            |                         |
|  | Through            | 1402           | 1            | 714                     | 1114           | 1            | 596                     |
|  | Through-Right      |                | 1            |                         |                | 1            |                         |
|  | Right              | 26             | 0            | 26                      | 77             | 0            | 77                      |
|  | Left-Through-Right |                | 0            |                         |                | 0            |                         |
|  | Left-Right         |                | 0            |                         |                | 0            |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |              | <i>North-South:</i> 560 |                |              | <i>North-South:</i> 548 |
|  |                    |                |              | <i>East-West:</i> 757   |                |              | <i>East-West:</i> 757   |
|  |                    |                |              | <b>SUM:</b> 1317        |                |              | <b>SUM:</b> 1305        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |              | 0.878                   |                |              | 0.870                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |              | <b>0.778</b>            |                |              | <b>0.770</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |              | <b>C</b>                |                |              | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**13**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR   |                |                         | PM PEAK HOUR   |                |                         |
|--|--------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|
|  |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| No. of Phases                          |                    |                |                | 2                       |                |                | 2                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                |                | 0                       |                |                | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       | <i>NB --</i> 0 | <i>SB --</i> 0 | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       | <i>EB --</i> 0 | <i>WB --</i> 0 | 0                       |
| Override Capacity                      |                    |                |                | 2                       |                |                | 2                       |
|  |                    |                |                | 0                       |                |                | 0                       |
| MOVEMENT                               |                    | Volume         | No. of Lanes   | Lane Volume             | Volume         | No. of Lanes   | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 42             | 1              | 42                      | 94             | 1              | 94                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 143            | 1              | 143                     | 344            | 1              | 344                     |
|  | Through-Right      |                | 0              |                         |                | 0              |                         |
|  | Right              | 180            | 1              | 61                      | 234            | 1              | 174                     |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>SOUTHBOUND</b>                      | Left               | 105            | 1              | 105                     | 80             | 1              | 80                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 332            | 0              | 429                     | 204            | 0              | 285                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 97             | 0              | 0                       | 81             | 0              | 0                       |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>EASTBOUND</b>                       | Left               | 23             | 1              | 23                      | 76             | 1              | 76                      |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 784            | 1              | 432                     | 1342           | 1              | 700                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 79             | 0              | 79                      | 57             | 0              | 57                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>WESTBOUND</b>                       | Left               | 238            | 1              | 238                     | 121            | 1              | 121                     |
|  | Left-Through       |                | 0              |                         |                | 0              |                         |
|  | Through            | 1342           | 1              | 692                     | 972            | 1              | 515                     |
|  | Through-Right      |                | 1              |                         |                | 1              |                         |
|  | Right              | 41             | 0              | 41                      | 58             | 0              | 58                      |
|  | Left-Through-Right |                | 0              |                         |                | 0              |                         |
|  | Left-Right         |                | 0              |                         |                | 0              |                         |
| <b>CRITICAL VOLUMES</b>                |                    |                |                | <i>North-South:</i> 471 |                |                | <i>North-South:</i> 424 |
|  |                    |                |                | <i>East-West:</i> 715   |                |                | <i>East-West:</i> 821   |
|  |                    |                |                | <b>SUM:</b> 1186        |                |                | <b>SUM:</b> 1245        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |                |                | 0.791                   |                |                | 0.830                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |                |                | <b>0.691</b>            |                |                | <b>0.730</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |                |                | <b>B</b>                |                |                | <b>C</b>                |



## Level of Service Worksheet (Circular 212 Method)



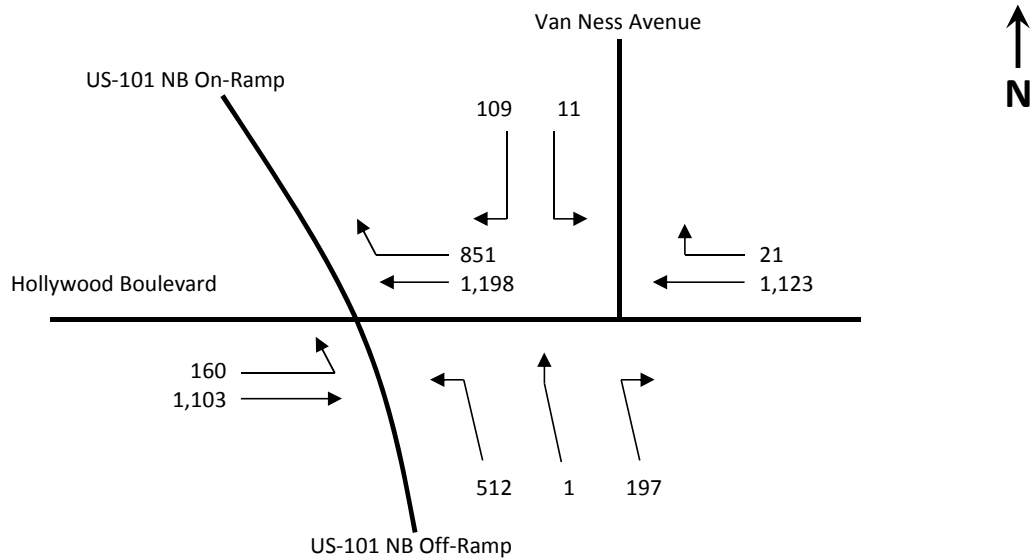
**I/S #:**  
**14**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                        | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|------------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                        | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                        |              |              | 3                       |              |              | 3                       |
|  |                        |              |              | 0                       |              |              | 0                       |
|  |                        | NB -- 0      | SB -- 0      | 0                       | NB -- 0      | SB -- 0      | 0                       |
|  |                        | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
|  |                        |              |              | 2                       |              |              | 2                       |
|  |                        |              |              | 0                       |              |              | 0                       |
| MOVEMENT   |                        | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>  | ↵ Left                 | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | →↔ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right                | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>  | ↵ Left                 | 581          | 1            | 417                     | 590          | 1            | 374                     |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 4            | 0            | 417                     | 14           | 0            | 374                     |
|  | →↔ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right                | 249          | 0            | 0                       | 144          | 0            | 0                       |
|  | ↵↔↘ Left-Through-Right |              | 1            |                         |              | 1            |                         |
|  | ↘↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>   | ↵ Left                 | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 662          | 2            | 331                     | 1186         | 2            | 593                     |
|  | →↔ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right                | 317          | 1            | 317                     | 429          | 1            | 429                     |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>   | ↵ Left                 | 80           | 1            | 80                      | 108          | 1            | 108                     |
|  | ↵↔ Left-Through        |              | 0            |                         |              | 0            |                         |
|  | → Through              | 1602         | 2            | 801                     | 1347         | 2            | 674                     |
|  | →↔ Through-Right       |              | 0            |                         |              | 0            |                         |
|  | ↘ Right                | 0            | 0            | 0                       | 0            | 0            | 0                       |
|  | ↵↔↘ Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  | ↘↔ Left-Right          |              | 0            |                         |              | 0            |                         |
| <b>CRITICAL VOLUMES</b>  |                        |              |              | <i>North-South:</i> 417 |              |              | <i>North-South:</i> 374 |
|  |                        |              |              | <i>East-West:</i> 801   |              |              | <i>East-West:</i> 701   |
|  |                        |              |              | <b>SUM:</b> 1218        |              |              | <b>SUM:</b> 1075        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |                        |              |              | 0.855                   |              |              | 0.754                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |                        |              |              | <b>0.755</b>            |              |              | <b>0.654</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>   |                        |              |              | <b>C</b>                |              |              | <b>B</b>                |

## Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Future with Project with Mitigation Conditions (Year 2022) - AM Peak Hour



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |            |           |
|----------------------------------|-------------------|---|------------|-----------|
| Eastbound Lefts:                 | 160               |   | <u>and</u> |           |
| Westbound Throughs:              | $\frac{1,198}{2}$ | = | 599        | <u>or</u> |
| Westbound Rights:                | 851               |   |            | <u>or</u> |
| Eastbound Throughs:              | $\frac{1,103}{2}$ | = | 552        |           |
| <b>Critical Volume #1 (CV1):</b> | <b>1,011</b>      |   |            |           |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 512        | * | 0.55 | = | 282 | <u>or</u> |
| Northbound Throughs + Rights:    | 1          | + | 197  | = | 198 |           |
| <b>Critical Volume #2 (CV2):</b> | <b>282</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

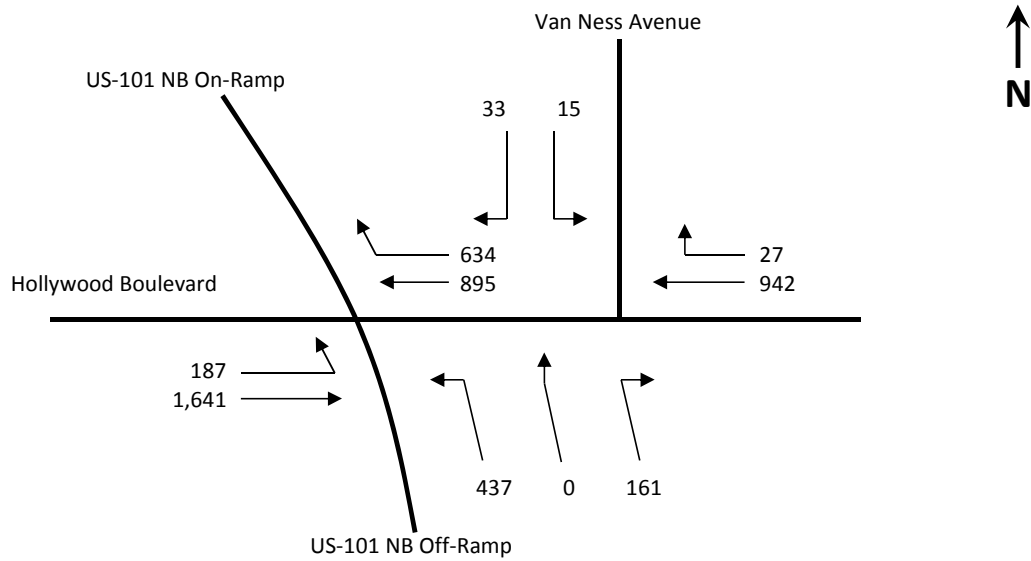
|                                  |            |  |  |  |           |
|----------------------------------|------------|--|--|--|-----------|
| Southbound Lefts:                | 11         |  |  |  | <u>or</u> |
| Southbound Rights:               | 109        |  |  |  |           |
| <b>Critical Volume #3 (CV3):</b> | <b>109</b> |  |  |  |           |

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|                                |                       |   |              |                          |          |   |              |
|--------------------------------|-----------------------|---|--------------|--------------------------|----------|---|--------------|
| Critical Volume:               | 1,011                 | + | 282          | +                        | 109      | = | <b>1,402</b> |
| Intersection V/C:              | $\frac{1,402}{1,425}$ | = | <b>0.984</b> |                          |          |   |              |
| ATSAC/ATCS Credit:             | 0.10                  |   |              |                          |          |   |              |
| <b>Final intersection V/C:</b> | <b>0.884</b>          |   |              | <b>Intersection LOS:</b> | <b>D</b> |   |              |

**Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard**

**Future with Project with Mitigation Conditions (Year 2022) - PM Peak Hour**



**1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard**

|                                  |                   |   |     |            |
|----------------------------------|-------------------|---|-----|------------|
| Eastbound Lefts:                 | 187               |   |     | <u>and</u> |
| Westbound Throughs:              | $\frac{895}{2}$   | = | 448 | <u>or</u>  |
| Westbound Rights:                | 634               |   |     | <u>or</u>  |
| Eastbound Throughs:              | $\frac{1,641}{2}$ | = | 821 |            |
| <b>Critical Volume #1 (CV1):</b> | <b>821</b>        |   |     |            |

**2) Critical volume calculation for northbound traffic exiting US-101**

|                                  |            |   |      |   |     |           |
|----------------------------------|------------|---|------|---|-----|-----------|
| Northbound Lefts:                | 437        | * | 0.55 | = | 240 | <u>or</u> |
| Northbound Throughs + Rights:    | 0          | + | 161  | = | 161 |           |
| <b>Critical Volume #2 (CV2):</b> | <b>240</b> |   |      |   |     |           |

**3) Critical volume calculation for southbound traffic on Van Ness Avenue**

|                                  |           |  |  |           |
|----------------------------------|-----------|--|--|-----------|
| Southbound Lefts:                | 15        |  |  | <u>or</u> |
| Southbound Rights:               | 33        |  |  |           |
| <b>Critical Volume #3 (CV3):</b> | <b>33</b> |  |  |           |

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|                                |                       |   |              |   |                          |   |              |
|--------------------------------|-----------------------|---|--------------|---|--------------------------|---|--------------|
| Critical Volume:               | 821                   | + | 240          | + | 33                       | = | <b>1,094</b> |
| Intersection V/C:              | $\frac{1,094}{1,425}$ | = | <b>0.768</b> |   |                          |   |              |
| ATSAC/ATCS Credit:             | 0.10                  |   |              |   |                          |   |              |
| <b>Final intersection V/C:</b> | <b>0.668</b>          |   |              |   | <b>Intersection LOS:</b> |   | <b>B</b>     |





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**16**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St      **East-West Street:** Selma Ave  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |  | AM PEAK HOUR |              |  | PM PEAK HOUR |              |  |
|--|--|--------------|--------------|--|--------------|--------------|--|
|  |  | Volume       | No. of Lanes | Lane Volume  | Volume       | No. of Lanes | Lane Volume  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |  |              |              | 2<br>0<br>0<br>0<br>2<br>0   |              |              | 2<br>0<br>0<br>0<br>2<br>0   |
|  | <i>NB --</i> 0 <i>SB --</i> 0 <i>NB --</i> 0 <i>SB --</i> 0<br><i>EB --</i> 0 <i>WB --</i> 0 <i>EB --</i> 0 <i>WB --</i> 0 |              |              |  |              |              |  |
| MOVEMENT   |  | Volume       | No. of Lanes | Lane Volume  | Volume       | No. of Lanes | Lane Volume  |
| <b>NORTHBOUND</b>  | Left   | 55           | 1            | 55   | 55           | 1            | 55   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 838          | 2            | 419  | 1341         | 2            | 671  |
|  | Through-Right  |              | 0            |  |              | 0            |  |
|  | Right  | 102          | 1            | 57   | 119          | 1            | 93   |
|  | Left-Through-Right   |              | 0            |  |              | 0            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>SOUTHBOUND</b>  | Left   | 38           | 1            | 38   | 78           | 1            | 78   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 1467         | 1            | 768  | 1071         | 1            | 576  |
|  | Through-Right  |              | 1            |  |              | 1            |  |
|  | Right  | 68           | 0            | 68   | 80           | 0            | 80   |
|  | Left-Through-Right   |              | 0            |  |              | 0            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>EASTBOUND</b>   | Left   | 39           | 1            | 39   | 87           | 1            | 87   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 66           | 0            | 137  | 222          | 0            | 310  |
|  | Through-Right  |              | 1            |  |              | 1            |  |
|  | Right  | 71           | 0            | 0  | 88           | 0            | 0  |
|  | Left-Through-Right   |              | 0            |  |              | 0            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>WESTBOUND</b>   | Left   | 90           | 1            | 90   | 53           | 1            | 53   |
|  | Left-Through   |              | 0            |  |              | 0            |  |
|  | Through  | 115          | 0            | 267  | 107          | 0            | 180  |
|  | Through-Right  |              | 1            |  |              | 1            |  |
|  | Right  | 152          | 0            | 0  | 73           | 0            | 0  |
|  | Left-Through-Right   |              | 0            |  |              | 0            |  |
|  | Left-Right   |              | 0            |  |              | 0            |  |
| <b>CRITICAL VOLUMES</b>  |  |              |              | <i>North-South:</i> 823<br><i>East-West:</i> 306<br><i>SUM:</i> 1129 |              |              | <i>North-South:</i> 749<br><i>East-West:</i> 363<br><i>SUM:</i> 1112 |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>  |  |              |              | 0.753  |              |              | 0.741  |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>   |  |              |              | <b>0.653</b>   |              |              | <b>0.641</b>   |
| <b>LEVEL OF SERVICE (LOS):</b>   |  |              |              | <b>B</b>   |              |              | <b>B</b>   |



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**17**

**PROJECT TITLE:** citizenM Hotel  
**North-South Street:** Vine St      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Project with Mitigation Conditions (Year 2022)  
**Count Date:** Year 2016      **Analyst:** GTC      **Date:** Mar-18

|  |                    | AM PEAK HOUR |              |                         | PM PEAK HOUR |              |                         |
|--|--------------------|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
|  |                    |              |              |                         |              |              |                         |
| No. of Phases                          |                    |              |              | 4                       |              |              | 4                       |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |              |              | 0                       |              |              | 0                       |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    | NB -- 3      | SB -- 0      | 0                       | NB -- 3      | SB -- 0      | 0                       |
|  |                    | EB -- 0      | WB -- 0      | 0                       | EB -- 0      | WB -- 0      | 0                       |
| ATSAC-1 or ATSAC+ATCS-2?               |                    |              |              | 2                       |              |              | 2                       |
| Override Capacity                      |                    |              |              | 0                       |              |              | 0                       |
| MOVEMENT                               |                    | Volume       | No. of Lanes | Lane Volume             | Volume       | No. of Lanes | Lane Volume             |
| <b>NORTHBOUND</b>                      | Left               | 122          | 1            | 122                     | 124          | 1            | 124                     |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 792          | 2            | 396                     | 1272         | 2            | 636                     |
|  | Through-Right      |              | 0            |                         |              | 0            |                         |
|  | Right              | 269          | 1            | 0                       | 303          | 1            | 67                      |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
| <b>SOUTHBOUND</b>                      | Left               | 102          | 1            | 102                     | 206          | 1            | 206                     |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 1325         | 1            | 727                     | 1064         | 1            | 607                     |
|  | Through-Right      |              | 1            |                         |              | 1            |                         |
|  | Right              | 129          | 0            | 129                     | 149          | 0            | 149                     |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
| <b>EASTBOUND</b>                       | Left               | 63           | 1            | 63                      | 98           | 1            | 98                      |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 1067         | 2            | 392                     | 1596         | 2            | 567                     |
|  | Through-Right      |              | 1            |                         |              | 1            |                         |
|  | Right              | 110          | 0            | 110                     | 105          | 0            | 105                     |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
| <b>WESTBOUND</b>                       | Left               | 276          | 1            | 276                     | 236          | 1            | 236                     |
|  | Left-Through       |              | 0            |                         |              | 0            |                         |
|  | Through            | 1442         | 2            | 520                     | 1387         | 2            | 512                     |
|  | Through-Right      |              | 1            |                         |              | 1            |                         |
|  | Right              | 119          | 0            | 119                     | 149          | 0            | 149                     |
|  | Left-Through-Right |              | 0            |                         |              | 0            |                         |
|  |                    |              |              | 0                       |              |              | 0                       |
| <b>CRITICAL VOLUMES</b>                |                    |              |              | <i>North-South:</i> 849 |              |              | <i>North-South:</i> 842 |
|  |                    |              |              | <i>East-West:</i> 668   |              |              | <i>East-West:</i> 803   |
|  |                    |              |              | <b>SUM:</b> 1517        |              |              | <b>SUM:</b> 1645        |
| <b>VOLUME/CAPACITY (V/C) RATIO:</b>    |                    |              |              | 1.103                   |              |              | 1.196                   |
| <b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b> |                    |              |              | <b>1.003</b>            |              |              | <b>1.096</b>            |
| <b>LEVEL OF SERVICE (LOS):</b>         |                    |              |              | <b>F</b>                |              |              | <b>F</b>                |

***Attachment C***  
***Revised Project***  
***Traffic Signal Warrant***

Traffic Signal Warrants Worksheet

DATE 5/7/18 PREPARER GTC REVIEWER \_\_\_\_\_

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off-Ramp/Yucca Street

Critical Approach Speed } or Speed Limit }

Speed limit or critical speed on major street traffic > 40 mph.....    
 In built up area of isolated community of < 10,000 population.....  } RURAL (R)       URBAN (U)

# Eight-Hour Vehicular Volume



|           |                                     |
|-----------|-------------------------------------|
| N/A       | <input checked="" type="checkbox"/> |
| SATISFIED | YES <input type="checkbox"/>        |
|           | NO <input type="checkbox"/>         |

★ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ★

- Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
- A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
- In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
- The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
- Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
- Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
- At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour

WARRANT  
3

N/A   
 SATISFIED YES   
 NO

\* The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal \*

- a. Part A or Part B must be satisfied.
- b. In applying each condition, the major street and minor street volumes shall be for the same hours.
- c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
- d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
- e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
- f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

**PART A**

*All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)*

|           |                          |                          |
|-----------|--------------------------|--------------------------|
| SATISFIED | YES                      | NO                       |
|           | <input type="checkbox"/> | <input type="checkbox"/> |

|   | YES                      | NO                       | N/A                      |
|---|--------------------------|--------------------------|--------------------------|
| 1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**PART B**

|           |                                     |                          |
|-----------|-------------------------------------|--------------------------|
| SATISFIED | YES                                 | NO                       |
|           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

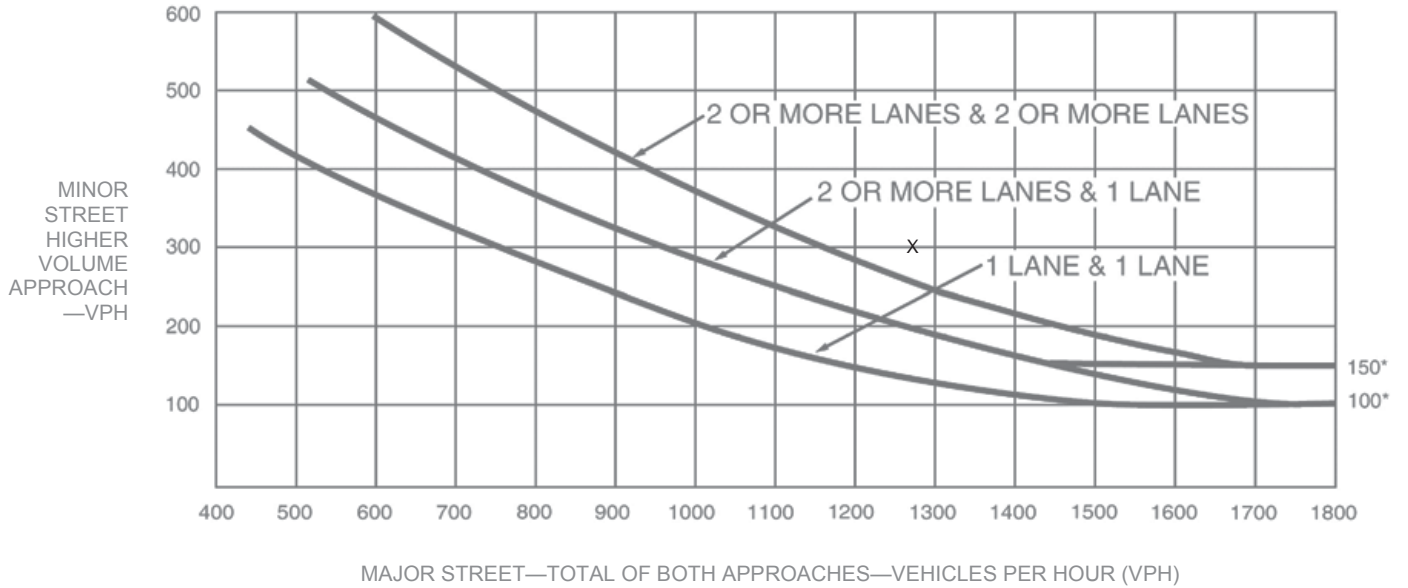
| APPROACH LANES                 | Hour |           |      |
|--------------------------------|------|-----------|------|
|                                | One  | 2 or More |      |
| Both Approaches - Major Street | ✓    | 1273      | 5:00 |
| Higher Approach - Minor Street | ✓    | 300       |      |

|  |                                     |                          |
|--|-------------------------------------|--------------------------|
| The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)             | YES                                 | NO                       |
| <del>XXXXXXXXXXXXXXXXXXXX</del>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS) |                                     |                          |

# Peak Hour (continued)

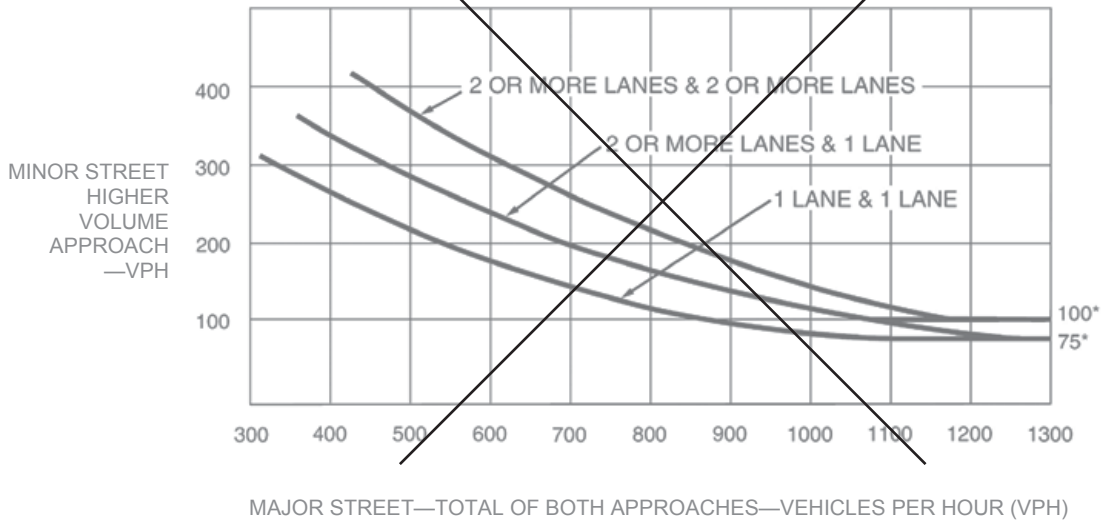
★ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ★

**URBAN**  
Figure 4C-3. Warrant 3, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.

**RURAL**  
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)  
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.

Traffic Signal Warrants Worksheet

DATE 5/7/18 PREPARER GTC REVIEWER \_\_\_\_\_

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off-Ramp/Yucca Street

Critical Approach Speed } or Speed Limit }

Speed limit or critical speed on major street traffic > 40 mph.....  or  } RURAL (R)       URBAN (U)  
 In built up area of isolated community of < 10,000 population.....

# Eight-Hour Vehicular Volume



|               |                                     |
|---------------|-------------------------------------|
| N/A           | <input checked="" type="checkbox"/> |
| SATISFIED YES | <input type="checkbox"/>            |
| NO            | <input type="checkbox"/>            |

★ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ★

- Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
- A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
- In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
- The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
- Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
- Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
- At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour

WARRANT  
3

N/A   
 SATISFIED YES   
 NO

\* The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal \*

- a. Part A or Part B must be satisfied.
- b. In applying each condition, the major street and minor street volumes shall be for the same hours.
- c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
- d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
- e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
- f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

**PART A**

*All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)*

|           |                          |                          |
|-----------|--------------------------|--------------------------|
| SATISFIED | YES                      | NO                       |
|           | <input type="checkbox"/> | <input type="checkbox"/> |

|   | YES                      | NO                       | N/A                      |
|---|--------------------------|--------------------------|--------------------------|
| 1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**PART B**

|           |                                     |                          |
|-----------|-------------------------------------|--------------------------|
| SATISFIED | YES                                 | NO                       |
|           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| APPROACH LANES                 | Hour |           |      |
|--------------------------------|------|-----------|------|
|                                | One  | 2 or More |      |
| Both Approaches - Major Street | ✓    | 1277      | 5:00 |
| Higher Approach - Minor Street | ✓    | 300       |      |

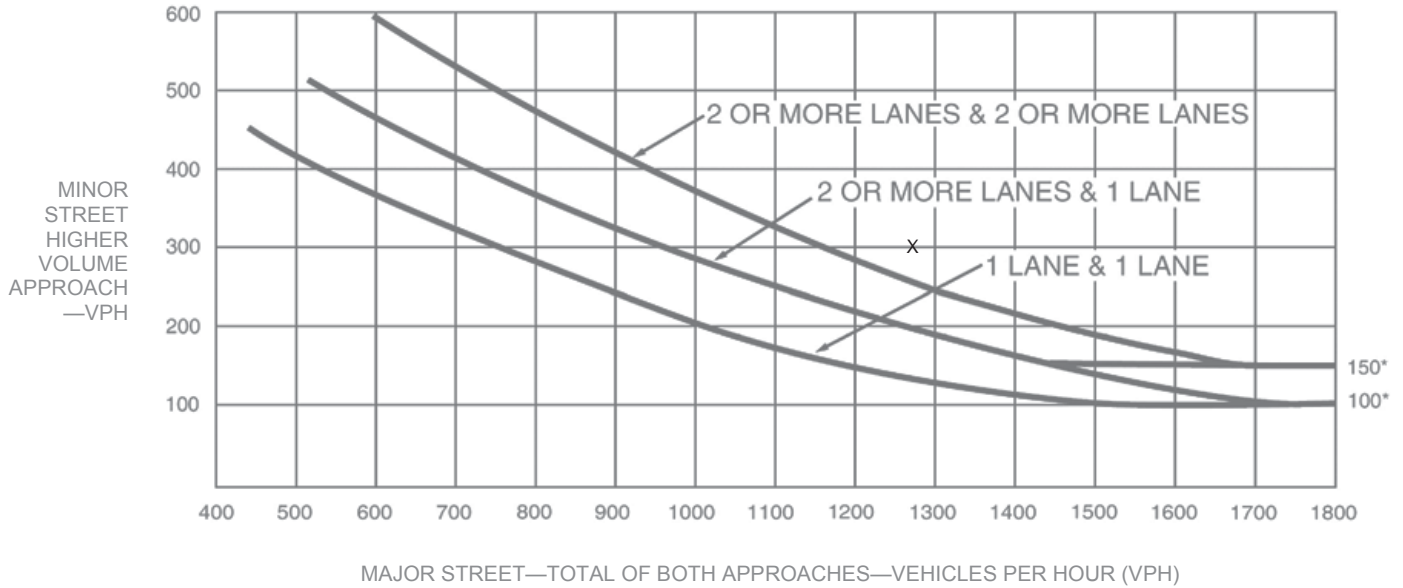
|  |                                     |                          |
|--|-------------------------------------|--------------------------|
| The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)             | YES                                 | NO                       |
| <del>XXXXXXXXXXXXXXXXXXXX</del>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS) |                                     |                          |



# Peak Hour (continued)

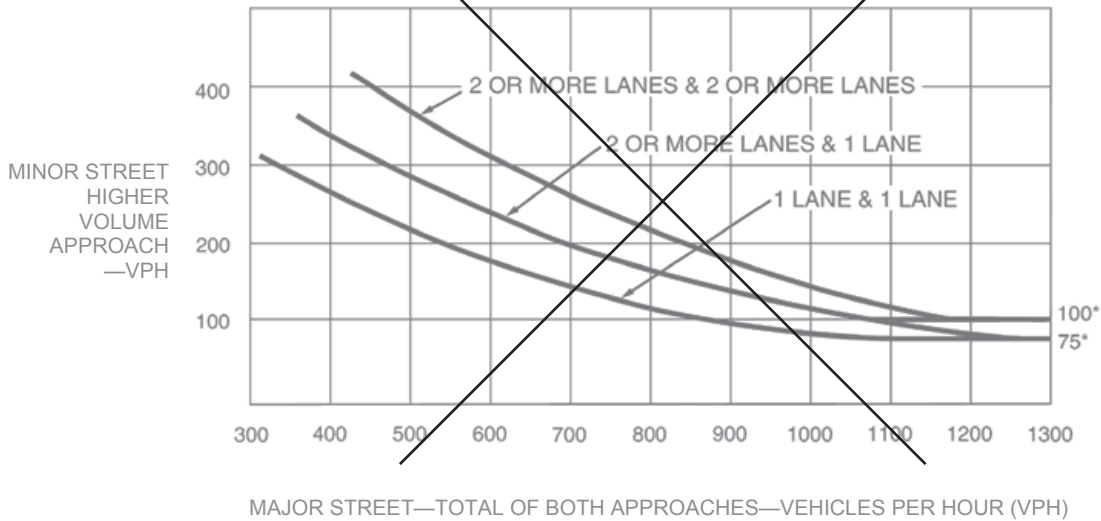
★ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ★

**URBAN**  
**Figure 4C-3. Warrant 3, Peak Hour**



\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.

**RURAL**  
**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.

## **Appendix H.3**

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LADOT Assessment Letter for Traffic Study

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

1718 N. VINE ST  
DOT Case No. CEN 16-44591

Date: November 17, 2016

To: Nicholas Hendricks, Senior City Planner  
Department of City Planning

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED CITIZEN M HOTEL PROJECT**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated November 2016, prepared by Gibson Transportation Consultant Inc., for the proposed Citizen M Hotel project located at 1718 N. Vine Street within the Hollywood Community Plan. 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 established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria<sup>1</sup>, the traffic study included the detailed analysis of 17 intersections and determined that one of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis (summarized in **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community. Transportation mitigation measures to alleviate the effects of the impacts are described in this report.

## **DISCUSSION AND FINDINGS**

### **A. Project Description**

The project proposes to demolish approximately 6,393 square feet (sf) of existing restaurant and construct a 216-room hotel with up to approximately 4,354 sf of public accessible restaurant on a 0.281 acre project site. Vehicular access to the project site would be provided via a full-access driveway on Vine Street. Parking for the project would be provided on-site within three subterranean parking levels containing 79 automobile parking spaces and 124 bicycle parking spaces. The project is expected to be completed by 2021.

### **B. Trip Generation**

The proposed project is expected to generate approximately 1,101 net new daily trips,

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<sup>1</sup> Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 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.

99 net new trips in the a.m. peak hour and 77 net new trips in the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9<sup>th</sup> Edition." A copy of the trip generation estimates table from the transportation study is attached and identified as **Attachment 2**.

C. Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study estimates that the project would result in a significant traffic impact at the intersection of Vine Street and Hollywood Boulevard intersection during the "future with project" scenario. To off-set this significant traffic impact, the traffic study proposed a **Transportation Demand Management (TDM) Program** and transportation System Management improvements designed to fully mitigate the impacts (discussed in the "Project Requirements" section).

D. 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. 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. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. The project did not meet or exceed one or more of the four thresholds defined in the agreement; therefore, no additional analysis was required by Caltrans.

## PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

B. 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 program 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) Program**

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:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Participate as a member of future Hollywood Transportation Management Organization, when operational (described in detail below);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

In addition to these TDM measures, DOT also recommends that the applicant explore the implementation of an on-demand van, shuttle or tram service that connects the project employees to off-site transit stops (such as the Metro Red Line stations) based on the transportation needs of the project's employees. Such a service can be included as an additional measure in the TDM program if it is deemed feasible and effective by the applicant.

## 2. **Hollywood Transportation Management Organization**

The project should join a Transportation Management Organization (TMO) serving the Hollywood area once it is created. DOT is currently working with other major employers in the Hollywood area to develop a TMO that would be available to the general public and employees of participating companies within the Hollywood area. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. TMO's in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in Hollywood can be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Hollywood community. The TMO's activities would help augment or implement some of the strategies described above for the project-specific TDM plan. TMO's typically implement and promote TDM strategies such as the following:

- employee flex time and modified work schedules;
- vanpool and carpool programs;
- provide information on rail, bus and shuttle services;
- satellite parking;
- non-vehicular commuting;
- parking management strategies;
- telecommuting programs;
- matching services for multi-employer carpools,
- multi-employer vanpools (to serve areas that are identified as under-served by transit);
- promotion and implementation of pedestrian, bicycle and transit stop enhancements (such as transit/bicycle lanes).

## C. Transportation Systems Management (TSM) Improvements

To further augment LADOT's existing Automated Traffic Surveillance and Control (ATSAC) traffic signal system, the applicant would be required to upgrade five (5) of the existing closed circuit television (CCTV) camera systems, including all transmission equipment and any required new video fiber/cables, within the project study area. These CCTV camera systems shall be upgraded to minimize any system break-down disruption and to continue providing real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the project study area. The proposed five (5) existing CCTV camera systems to be upgraded are at the following locations:

1. Highland Avenue and Franklin Place
2. Highland Avenue and Hollywood Boulevard
3. Highland Avenue and Sunset Boulevard
4. Hollywood Boulevard and Vine Street
5. Bronson Avenue and Hollywood Boulevard

The total cost for these CCTV camera systems upgrade is **\$75,000** and shall be guaranteed through cash payment prior to the issuance of any building permit. DOT shall be responsible for design and implementation of the upgrades.

D. **Highway Dedication and Street Widening Requirements**

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents 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, **Vine Street** is designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-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. **Parking Analysis**

As referenced in the Project Description section above, the traffic study indicate that the project would provide 79 automobile parking spaces and 124 bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

F. **Site Access and Circulation Plan**

The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 3**.

G. **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 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 me at (213) 972-8482.

#### Attachments

N:\letters\CEN16-44591\_6220 1718 N. Vine St. CitizenM Project ts ltr

c: Chris Robertson, Council District 13  
Jeannie Shen, Hollywood-Wilshire District Office, DOT  
Jeffrey Xu, ATSAC, DOT  
Taimour Tanavoli, Citywide Planning Coordination Section, DOT  
Carl Mills, Central District, BOE  
Emily Wong, Gibson Transportation Consulting, Inc.



**TABLE 13  
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |               |                    | Future with Project with Mitigation Conditions [a] |     |               |                    |
|-----|---|-----------|-----------------------------------|-----|--------------------------------|-----|---------------|--------------------|--|-----|---------------|--------------------|
|     |   |           | V/C                               | LOS | V/C                            | LOS | Change in V/C | Significant Impact | V/C  | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.359                             | A   | 0.361                          | A   | 0.002         | NO                 | 0.361  | A   | 0.002         | NO                 |
|     |   | PM        | 0.439                             | A   | 0.441                          | A   | 0.002         | NO                 | 0.441  | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.893                             | D   | 0.896                          | D   | 0.003         | NO                 | 0.896  | D   | 0.003         | NO                 |
|     |   | PM        | 0.933                             | E   | 0.936                          | E   | 0.003         | NO                 | 0.936  | E   | 0.003         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.696                             | B   | 0.697                          | B   | 0.001         | NO                 | 0.697  | B   | 0.001         | NO                 |
|     |   | PM        | 0.745                             | C   | 0.746                          | C   | 0.001         | NO                 | 0.746  | C   | 0.001         | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.687                             | B   | 0.688                          | B   | 0.001         | NO                 | 0.688  | B   | 0.001         | NO                 |
|     |   | PM        | 0.675                             | B   | 0.675                          | B   | 0.000         | NO                 | 0.675  | B   | 0.000         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.652                             | B   | 0.653                          | B   | 0.001         | NO                 | 0.653  | B   | 0.001         | NO                 |
|     |   | PM        | 0.775                             | C   | 0.776                          | C   | 0.001         | NO                 | 0.776  | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.587                             | A   | 0.599                          | A   | 0.012         | NO                 | 0.598  | A   | 0.011         | NO                 |
|     |   | PM        | 0.594                             | A   | 0.603                          | B   | 0.009         | NO                 | 0.602  | B   | 0.008         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.282                             | A   | 0.293                          | A   | 0.011         | NO                 | 0.292  | A   | 0.010         | NO                 |
|     |   | PM        | 0.459                             | A   | 0.469                          | A   | 0.010         | NO                 | 0.468  | A   | 0.009         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.971                             | F * | 0.974                          | F * | 0.003         | NO                 | 0.974  | F * | 0.003         | NO                 |
|     |   | PM        | 0.719                             | F * | 0.722                          | F * | 0.003         | NO                 | 0.721  | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.635                             | B   | 0.637                          | B   | 0.002         | NO                 | 0.637  | B   | 0.002         | NO                 |
|     |   | PM        | 0.600                             | A   | 0.602                          | B   | 0.002         | NO                 | 0.602  | B   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.894                             | F * | 0.910                          | F * | 0.016         | YES                | 0.899  | F * | 0.005         | NO                 |
|     |   | PM        | 0.883                             | F * | 0.895                          | F * | 0.012         | YES                | 0.884  | F * | 0.001         | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.629                             | B   | 0.631                          | B   | 0.002         | NO                 | 0.631  | B   | 0.002         | NO                 |
|     |   | PM        | 0.685                             | B   | 0.686                          | B   | 0.001         | NO                 | 0.686  | B   | 0.001         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.789                             | C   | 0.791                          | C   | 0.002         | NO                 | 0.790  | C   | 0.001         | NO                 |
|     |   | PM        | 0.779                             | C   | 0.781                          | C   | 0.002         | NO                 | 0.781  | C   | 0.002         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.705                             | C   | 0.707                          | C   | 0.002         | NO                 | 0.706  | C   | 0.001         | NO                 |
|     |   | PM        | 0.747                             | C   | 0.748                          | C   | 0.001         | NO                 | 0.748  | C   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.758                             | C   | 0.760                          | C   | 0.002         | NO                 | 0.760  | C   | 0.002         | NO                 |
|     |   | PM        | 0.639                             | B   | 0.640                          | B   | 0.001         | NO                 | 0.640  | B   | 0.001         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.887                             | D   | 0.888                          | D   | 0.001         | NO                 | 0.888  | D   | 0.001         | NO                 |
|     |   | PM        | 0.681                             | B   | 0.682                          | B   | 0.001         | NO                 | 0.682  | B   | 0.001         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.625                             | B   | 0.627                          | B   | 0.002         | NO                 | 0.627  | B   | 0.002         | NO                 |
|     |   | PM        | 0.614                             | B   | 0.616                          | B   | 0.002         | NO                 | 0.616  | B   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.931                             | F * | 0.933                          | F * | 0.002         | NO                 | 0.933  | F * | 0.002         | NO                 |
|     |   | PM        | 1.075                             | F * | 1.077                          | F * | 0.002         | NO                 | 1.077  | F * | 0.002         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes implementation of a TDM program and contributions towards TSM improvements.

**TABLE 8  
TRIP GENERATION ESTIMATES**

| Land Use                                  | Size         | Daily        | AM Peak Hour |           |            | PM Peak Hour |           |            |
|---|--------------|--------------|--------------|-----------|------------|--------------|-----------|------------|
|   |              |              | In           | Out       | Total      | In           | Out       | Total      |
| <b><u>Trip Generation Rates</u></b> [a]   |              |              |              |           |            |              |           |            |
| Hotel (ITE 310)                           | per room     | 8.17         | 59%          | 41%       | 0.53       | 51%          | 49%       | 0.60       |
| Quality Restaurant (ITE 931)              | per 1,000 sf | 89.95        | N/A          | N/A       | 0.81       | 67%          | 33%       | 7.49       |
| High-Turnover Restaurant (ITE 932)        | per 1,000 sf | 127.15       | 55%          | 45%       | 10.81      | 60%          | 40%       | 9.85       |
| <b><u>Proposed Project</u></b>            |              |              |              |           |            |              |           |            |
| Hotel                                     | 216 rooms    | 1,765        | 67           | 47        | 114        | 66           | 64        | 130        |
|   |              | (441)        | (17)         | (12)      | (29)       | (17)         | (16)      | (33)       |
| <b>Subtotal - Hotel</b>                   |              | <b>1,324</b> | <b>50</b>    | <b>35</b> | <b>85</b>  | <b>49</b>    | <b>48</b> | <b>97</b>  |
| Restaurant [c]                            | 4,354 sf     | 554          | 26           | 21        | 47         | 26           | 17        | 43         |
|   |              | (277)        | (13)         | (11)      | (24)       | (13)         | (9)       | (22)       |
|   |              | (69)         | (3)          | (3)       | (6)        | (3)          | (2)       | (5)        |
| <b>Subtotal - Restaurant</b>              |              | <b>208</b>   | <b>10</b>    | <b>7</b>  | <b>17</b>  | <b>10</b>    | <b>6</b>  | <b>16</b>  |
| <b>Total - Proposed Project</b>           |              | <b>1,532</b> | <b>60</b>    | <b>42</b> | <b>102</b> | <b>59</b>    | <b>54</b> | <b>113</b> |
| <b><u>Existing Use to be Removed</u></b>  |              |              |              |           |            |              |           |            |
| Restaurant [e]                            | 6,393 sf     | 575          | 3            | 2         | 5          | 32           | 16        | 48         |
|   |              | (144)        | (1)          | (1)       | (2)        | (8)          | (4)       | (12)       |
| <b>Subtotal - Restaurant</b>              |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Existing Use to be Removed</b> |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Net New Project Trips</b>      |              | <b>1,101</b> | <b>58</b>    | <b>41</b> | <b>99</b>  | <b>35</b>    | <b>42</b> | <b>77</b>  |

**Notes**

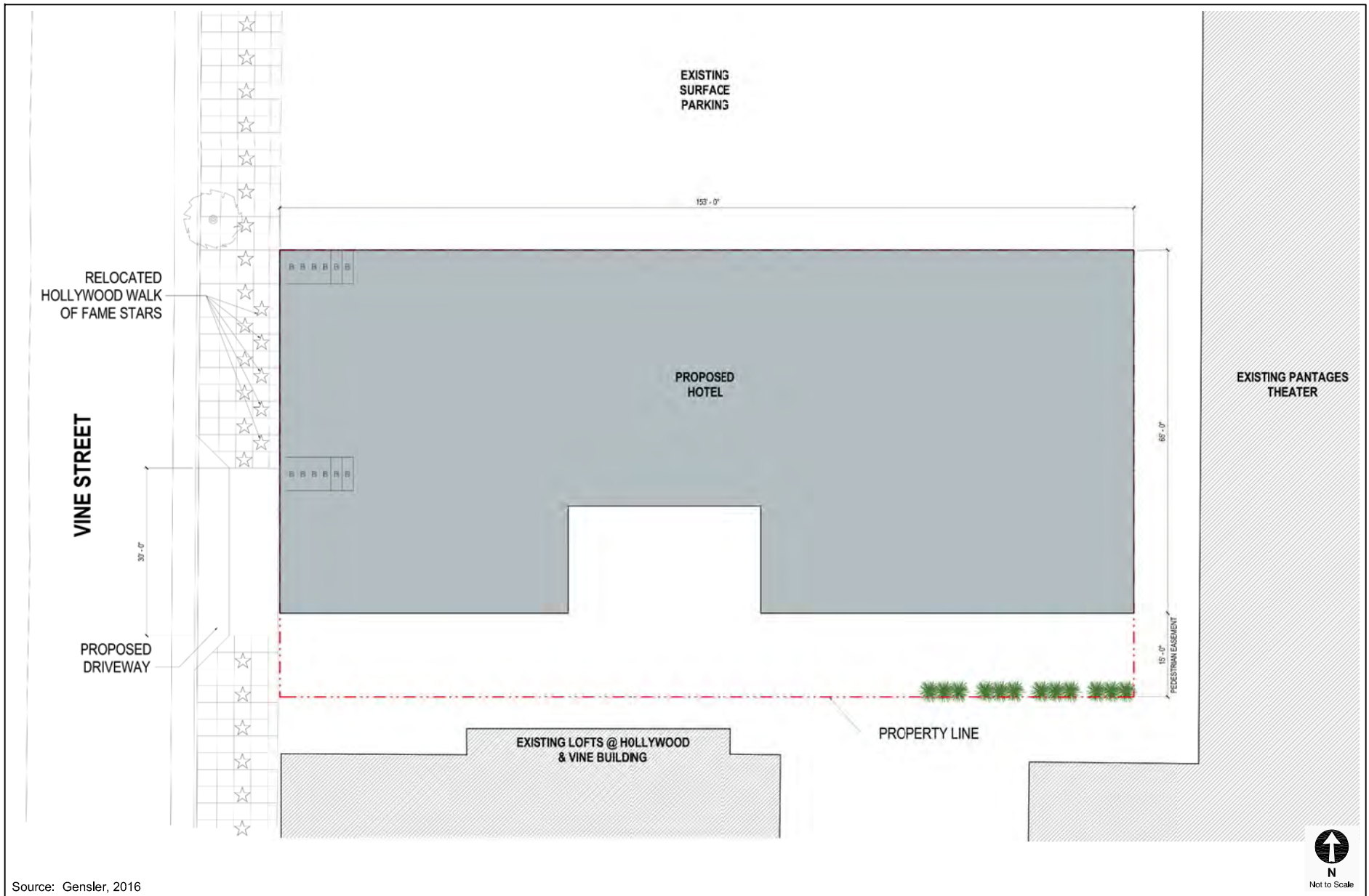
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.



Source: Gensler, 2016

SITE PLAN

FIGURE  
1

## **Appendix H.4**

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LADOT Assessment Letter for  
Revised Traffic Study

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

1718 N. Vine St  
DOT Case No. CEN 18-47188

Date: June 28, 2018

To: Luciralia Ibarra, Senior City Planner  
Department of City Planning



From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **SUPPLEMENTAL TRAFFIC IMPACT ASSESSMENT FOR THE  
PROPOSED CITIZEN M PROJECT AT 1718 NORTH VINE STREET**

A traffic impact study for the proposed Citizen M Hotel project was submitted to the Department of Transportation (DOT) on November 2016 and a corresponding DOT assessment report was issued to the Department of City Planning (DCP) on November 17, 2016. Since then, the developer has modified the project by increasing the number of hotel rooms, increasing 1,019 square feet of public accessible high-turnover restaurant, and extending the project buildout from year 2021 to year 2022.

The latest proposal is described in the table below that provides a comparison between the new project scope and the scope that was last reviewed by DOT

| Land Use                   | Original Project       | Revised Project |
|----------------------------|------------------------|-----------------|
| Hotel                      | 216 rooms              | 240 rooms       |
| Restaurant (High-Turnover) | 4,354 Square Feet (SF) | 5,373 SF        |

The project description has been modified and a supplemental traffic analysis, dated May 24, 2018 was prepared by Gibson Transportation Consultant Inc. and submitted to DOT. A revision was made to the trip generation table, the related project list was updated to reflect the amount of new traffic added by other known development projects within the study area, and a modification was made to the number of automobile and bicycle parking spaces. The supplemental traffic analysis indicate that the project would provide 98 automobile parking spaces and 72 bicycle parking spaces within a four-level subterranean parking garage. A Critical Movement Analysis was recalculated to provide an updated assessment for the existing plus project conditions and project opening year (2022) with project conditions.

The original project was estimated to generate approximately 1,101 net new daily trips, 99 net new trips in the a.m. peak hour, and 77 net new trips in the p.m. peak hour. The revised project is expected to generate a net increase of 1,296 net daily trips, 114 net new trips in the a.m. peak hour, 91 net new trips in the p.m. peak hour.

The updated analysis determined that the project (pre-mitigation) is expected to result in a significant traffic impact at the same intersection and no new significant traffic impacts at any of the other 16 intersections. Further, the updated analysis does not report a substantial increase in the severity of the impacts at the one impacted intersection. DOT concurs with the findings of the updated analysis that only the same study intersection

would be significantly impacted by project related traffic and that the transportation mitigation program described in DOT's November 17, 2016 letter would also reduce the impact at the intersection to less than significant. Therefore, all of the project requirements that are identified in DOT's November 17, 2016 letter (attached for reference) shall remain in effect.

If you have any questions, please contact Eduardo Hermoso of my staff at (213) 972-8451.

#### Attachments

M:\Letters\2018\CEN18-47188\_1718 N Vine St\_rev\_ltr.doc

c: Amy Ablakat, Council District No. 13  
Carl Mills, BOE Development Services  
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Sarah M Drobis, Gibson Transportation Consultant Inc.

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

1718 N. VINE ST  
DOT Case No. CEN 16-44591

Date: November 17, 2016

To: Nicholas Hendricks, Senior City Planner  
Department of City Planning

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED CITIZEN M HOTEL PROJECT**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated November 2016, prepared by Gibson Transportation Consultant Inc., for the proposed Citizen M Hotel project located at 1718 N. Vine Street within the Hollywood Community Plan. 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 established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria<sup>1</sup>, the traffic study included the detailed analysis of 17 intersections and determined that one of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis (summarized in **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community. Transportation mitigation measures to alleviate the effects of the impacts are described in this report.

## **DISCUSSION AND FINDINGS**

### A. Project Description

The project proposes to demolish approximately 6,393 square feet (sf) of existing restaurant and construct a 216-room hotel with up to approximately 4,354 sf of public accessible restaurant on a 0.281 acre project site. Vehicular access to the project site would be provided via a full-access driveway on Vine Street. Parking for the project would be provided on-site within three subterranean parking levels containing 79 automobile parking spaces and 124 bicycle parking spaces. The project is expected to be completed by 2021.

### B. Trip Generation

The proposed project is expected to generate approximately 1,101 net new daily trips,

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<sup>1</sup> Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 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.

99 net new trips in the a.m. peak hour and 77 net new trips in the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9<sup>th</sup> Edition." A copy of the trip generation estimates table from the transportation study is attached and identified as **Attachment 2**.

C. Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study estimates that the project would result in a significant traffic impact at the intersection of Vine Street and Hollywood Boulevard intersection during the "future with project" scenario. To off-set this significant traffic impact, the traffic study proposed a **Transportation Demand Management (TDM) Program** and transportation System Management improvements designed to fully mitigate the impacts (discussed in the "Project Requirements" section).

D. 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. 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. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. The project did not meet or exceed one or more of the four thresholds defined in the agreement; therefore, no additional analysis was required by Caltrans.

## PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.



**B. 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 program 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) Program**

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:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Participate as a member of future Hollywood Transportation Management Organization, when operational (described in detail below);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

In addition to these TDM measures, DOT also recommends that the applicant explore the implementation of an on-demand van, shuttle or tram service that connects the project employees to off-site transit stops (such as the Metro Red Line stations) based on the transportation needs of the project's employees. Such a service can be included as an additional measure in the TDM program if it is deemed feasible and effective by the applicant.

## 2. **Hollywood Transportation Management Organization**

The project should join a Transportation Management Organization (TMO) serving the Hollywood area once it is created. DOT is currently working with other major employers in the Hollywood area to develop a TMO that would be available to the general public and employees of participating companies within the Hollywood area. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. TMO's in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in Hollywood can be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Hollywood community. The TMO's activities would help augment or implement some of the strategies described above for the project-specific TDM plan. TMO's typically implement and promote TDM strategies such as the following:

- employee flex time and modified work schedules;
- vanpool and carpool programs;
- provide information on rail, bus and shuttle services;
- satellite parking;
- non-vehicular commuting;
- parking management strategies;
- telecommuting programs;
- matching services for multi-employer carpools,
- multi-employer vanpools (to serve areas that are identified as under-served by transit);
- promotion and implementation of pedestrian, bicycle and transit stop enhancements (such as transit/bicycle lanes).

## C. Transportation Systems Management (TSM) Improvements

To further augment LADOT's existing Automated Traffic Surveillance and Control (ATSAC) traffic signal system, the applicant would be required to upgrade five (5) of the existing closed circuit television (CCTV) camera systems, including all transmission equipment and any required new video fiber/cables, within the project study area. These CCTV camera systems shall be upgraded to minimize any system break-down disruption and to continue providing real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the project study area. The proposed five (5) existing CCTV camera systems to be upgraded are at the following locations:

1. Highland Avenue and Franklin Place
2. Highland Avenue and Hollywood Boulevard
3. Highland Avenue and Sunset Boulevard
4. Hollywood Boulevard and Vine Street
5. Bronson Avenue and Hollywood Boulevard

The total cost for these CCTV camera systems upgrade is **\$75,000** and shall be guaranteed through cash payment prior to the issuance of any building permit. DOT shall be responsible for design and implementation of the upgrades.

D. **Highway Dedication and Street Widening Requirements**

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents 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, **Vine Street** is designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-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. **Parking Analysis**

As referenced in the Project Description section above, the traffic study indicate that the project would provide 79 automobile parking spaces and 124 bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

F. **Site Access and Circulation Plan**

The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 3**.

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#### Attachments

N:\letters\CEN16-44591\_6220 1718 N. Vine St. CitizenM Project ts ltr

c: Chris Robertson, Council District 13  
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SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |               |                    | Future with Project with Mitigation Conditions [a] |     |               |                    |
|-----|---|-----------|-----------------------------------|-----|--------------------------------|-----|---------------|--------------------|--|-----|---------------|--------------------|
|     |   |           | V/C                               | LOS | V/C                            | LOS | Change in V/C | Significant Impact | V/C  | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.359                             | A   | 0.361                          | A   | 0.002         | NO                 | 0.361  | A   | 0.002         | NO                 |
|     |   | PM        | 0.439                             | A   | 0.441                          | A   | 0.002         | NO                 | 0.441  | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.893                             | D   | 0.896                          | D   | 0.003         | NO                 | 0.896  | D   | 0.003         | NO                 |
|     |   | PM        | 0.933                             | E   | 0.936                          | E   | 0.003         | NO                 | 0.936  | E   | 0.003         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.696                             | B   | 0.697                          | B   | 0.001         | NO                 | 0.697  | B   | 0.001         | NO                 |
|     |   | PM        | 0.745                             | C   | 0.746                          | C   | 0.001         | NO                 | 0.746  | C   | 0.001         | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.687                             | B   | 0.688                          | B   | 0.001         | NO                 | 0.688  | B   | 0.001         | NO                 |
|     |   | PM        | 0.675                             | B   | 0.675                          | B   | 0.000         | NO                 | 0.675  | B   | 0.000         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.652                             | B   | 0.653                          | B   | 0.001         | NO                 | 0.653  | B   | 0.001         | NO                 |
|     |   | PM        | 0.775                             | C   | 0.776                          | C   | 0.001         | NO                 | 0.776  | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.587                             | A   | 0.599                          | A   | 0.012         | NO                 | 0.598  | A   | 0.011         | NO                 |
|     |   | PM        | 0.594                             | A   | 0.603                          | B   | 0.009         | NO                 | 0.602  | B   | 0.008         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.282                             | A   | 0.293                          | A   | 0.011         | NO                 | 0.292  | A   | 0.010         | NO                 |
|     |   | PM        | 0.459                             | A   | 0.469                          | A   | 0.010         | NO                 | 0.468  | A   | 0.009         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.971                             | F * | 0.974                          | F * | 0.003         | NO                 | 0.974  | F * | 0.003         | NO                 |
|     |   | PM        | 0.719                             | F * | 0.722                          | F * | 0.003         | NO                 | 0.721  | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.635                             | B   | 0.637                          | B   | 0.002         | NO                 | 0.637  | B   | 0.002         | NO                 |
|     |   | PM        | 0.600                             | A   | 0.602                          | B   | 0.002         | NO                 | 0.602  | B   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.894                             | F * | 0.910                          | F * | 0.016         | YES                | 0.899  | F * | 0.005         | NO                 |
|     |   | PM        | 0.883                             | F * | 0.895                          | F * | 0.012         | YES                | 0.884  | F * | 0.001         | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.629                             | B   | 0.631                          | B   | 0.002         | NO                 | 0.631  | B   | 0.002         | NO                 |
|     |   | PM        | 0.685                             | B   | 0.686                          | B   | 0.001         | NO                 | 0.686  | B   | 0.001         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.789                             | C   | 0.791                          | C   | 0.002         | NO                 | 0.790  | C   | 0.001         | NO                 |
|     |   | PM        | 0.779                             | C   | 0.781                          | C   | 0.002         | NO                 | 0.781  | C   | 0.002         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.705                             | C   | 0.707                          | C   | 0.002         | NO                 | 0.706  | C   | 0.001         | NO                 |
|     |   | PM        | 0.747                             | C   | 0.748                          | C   | 0.001         | NO                 | 0.748  | C   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.758                             | C   | 0.760                          | C   | 0.002         | NO                 | 0.760  | C   | 0.002         | NO                 |
|     |   | PM        | 0.639                             | B   | 0.640                          | B   | 0.001         | NO                 | 0.640  | B   | 0.001         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.887                             | D   | 0.888                          | D   | 0.001         | NO                 | 0.888  | D   | 0.001         | NO                 |
|     |   | PM        | 0.681                             | B   | 0.682                          | B   | 0.001         | NO                 | 0.682  | B   | 0.001         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.625                             | B   | 0.627                          | B   | 0.002         | NO                 | 0.627  | B   | 0.002         | NO                 |
|     |   | PM        | 0.614                             | B   | 0.616                          | B   | 0.002         | NO                 | 0.616  | B   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.931                             | F * | 0.933                          | F * | 0.002         | NO                 | 0.933  | F * | 0.002         | NO                 |
|     |   | PM        | 1.075                             | F * | 1.077                          | F * | 0.002         | NO                 | 1.077  | F * | 0.002         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes implementation of a TDM program and contributions towards TSM improvements.

**TABLE 8  
TRIP GENERATION ESTIMATES**

| Land Use                                    | Size         | Daily        | AM Peak Hour |             |             | PM Peak Hour |             |             |
|---|--------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|
|   |              |              | In           | Out         | Total       | In           | Out         | Total       |
| <b><u>Trip Generation Rates</u></b> [a]     |              |              |              |             |             |              |             |             |
| Hotel (ITE 310)                             | per room     | 8.17         | 59%          | 41%         | 0.53        | 51%          | 49%         | 0.60        |
| Quality Restaurant (ITE 931)                | per 1,000 sf | 89.95        | N/A          | N/A         | 0.81        | 67%          | 33%         | 7.49        |
| High-Turnover Restaurant (ITE 932)          | per 1,000 sf | 127.15       | 55%          | 45%         | 10.81       | 60%          | 40%         | 9.85        |
| <b><u>Proposed Project</u></b>              |              |              |              |             |             |              |             |             |
| Hotel                                       | 216 rooms    | 1,765        | 67           | 47          | 114         | 66           | 64          | 130         |
| <i>Less 25% Transit/Walk Adjustment</i> [b] |              | <i>(441)</i> | <i>(17)</i>  | <i>(12)</i> | <i>(29)</i> | <i>(17)</i>  | <i>(16)</i> | <i>(33)</i> |
| <b>Subtotal - Hotel</b>                     |              | <b>1,324</b> | <b>50</b>    | <b>35</b>   | <b>85</b>   | <b>49</b>    | <b>48</b>   | <b>97</b>   |
| Restaurant [c]                              | 4,354 sf     | 554          | 26           | 21          | 47          | 26           | 17          | 43          |
| <i>Less 50% Internal Capture</i> [d]        |              | <i>(277)</i> | <i>(13)</i>  | <i>(11)</i> | <i>(24)</i> | <i>(13)</i>  | <i>(9)</i>  | <i>(22)</i> |
| <i>Less 25% Transit/Walk Adjustment</i> [b] |              | <i>(69)</i>  | <i>(3)</i>   | <i>(3)</i>  | <i>(6)</i>  | <i>(3)</i>   | <i>(2)</i>  | <i>(5)</i>  |
| <b>Subtotal - Restaurant</b>                |              | <b>208</b>   | <b>10</b>    | <b>7</b>    | <b>17</b>   | <b>10</b>    | <b>6</b>    | <b>16</b>   |
| <b>Total - Proposed Project</b>             |              | <b>1,532</b> | <b>60</b>    | <b>42</b>   | <b>102</b>  | <b>59</b>    | <b>54</b>   | <b>113</b>  |
| <b><u>Existing Use to be Removed</u></b>    |              |              |              |             |             |              |             |             |
| Restaurant [e]                              | 6,393 sf     | 575          | 3            | 2           | 5           | 32           | 16          | 48          |
| <i>Less 25% Transit/Walk Adjustment</i> [b] |              | <i>(144)</i> | <i>(1)</i>   | <i>(1)</i>  | <i>(2)</i>  | <i>(8)</i>   | <i>(4)</i>  | <i>(12)</i> |
| <b>Subtotal - Restaurant</b>                |              | <b>431</b>   | <b>2</b>     | <b>1</b>    | <b>3</b>    | <b>24</b>    | <b>12</b>   | <b>36</b>   |
| <b>Total - Existing Use to be Removed</b>   |              | <b>431</b>   | <b>2</b>     | <b>1</b>    | <b>3</b>    | <b>24</b>    | <b>12</b>   | <b>36</b>   |
| <b>Total - Net New Project Trips</b>        |              | <b>1,101</b> | <b>58</b>    | <b>41</b>   | <b>99</b>   | <b>35</b>    | <b>42</b>   | <b>77</b>   |

**Notes**

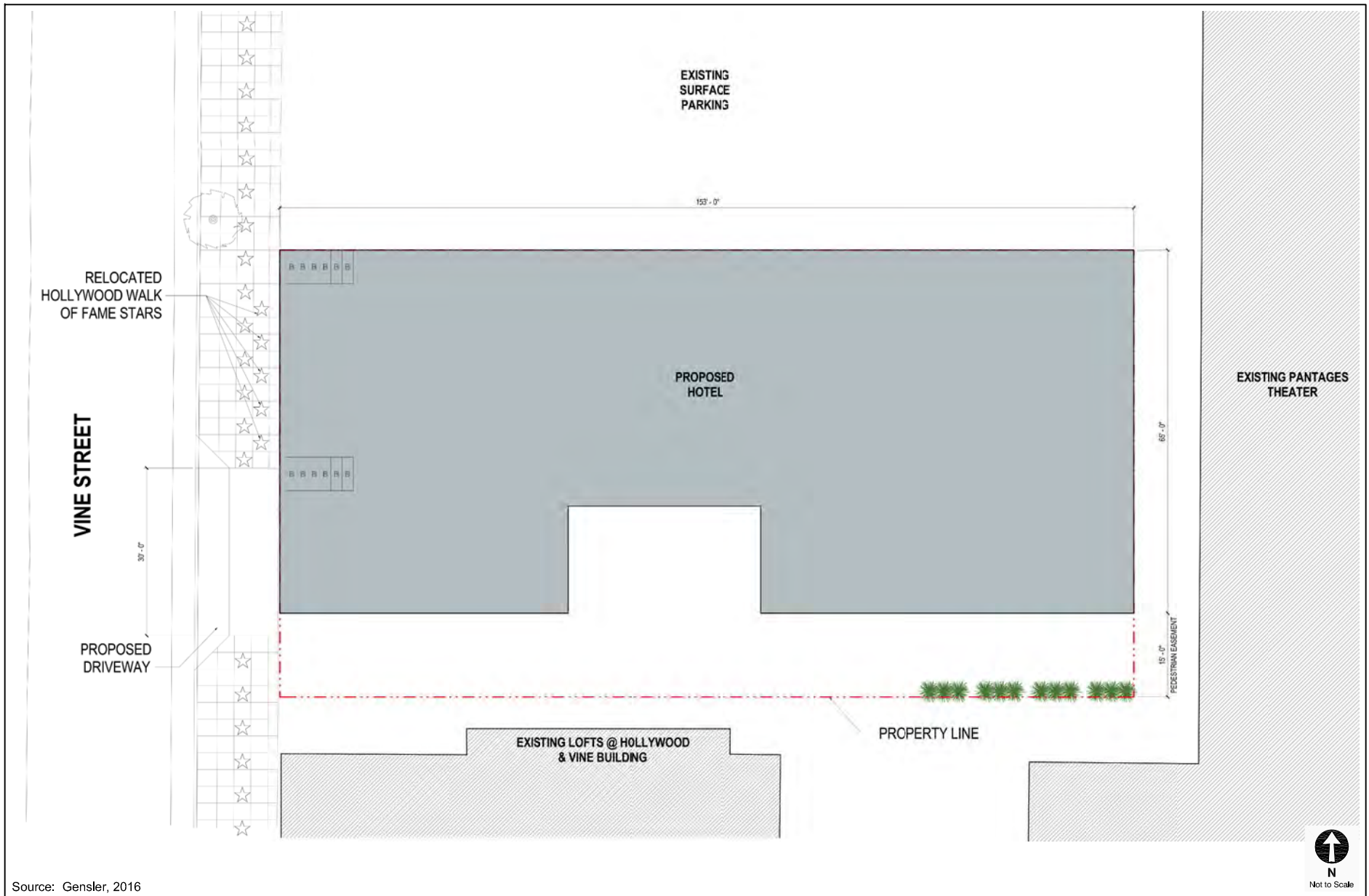
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.



Source: Gensler, 2016

SITE PLAN

FIGURE  
1

## **Appendix H.5**

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ITE 9th vs 10th Edition Comparison





## MEMORANDUM

**TO:** Wes Pringle, Los Angeles Department of Transportation

**FROM:** Sarah M. Drobis, P.E., and Emily Wong, P.E.

**DATE:** December 17, 2018

**RE:** Trip Generation Comparison for the  
Revised citizenM Hotel Project  
Hollywood, California

**Ref:** J1463

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Gibson Transportation Consulting, Inc. (GTC) was asked to conduct a comparison of published trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation, 9<sup>th</sup> Edition* (2012) and *Trip Generation, 10<sup>th</sup> Edition* (2017) for the citizenM Hotel Project (Project) in the Hollywood community of the City of Los Angeles. This memorandum summarizes our findings.

GTC previously prepared *Traffic Study for the citizenM Hotel Project* (November 2016) (Approved Traffic Study) analyzing the Project consisting of 216 hotel rooms and approximately 4,354 square feet (sf) of publicly accessible restaurant space. The Approved Traffic Study was reviewed and approved by the Los Angeles Department of Transportation (LADOT) in *Transportation Study Assessment for the Proposed Citizen M Hotel Project* (November 2016) (LADOT Assessment Letter), a copy of which is provided in Attachment A.

After the approval of the Approved Traffic Study, the Project was modified to include 240 hotel rooms and approximately 5,373 sf of publicly accessible restaurant space (Revised Project). The Revised Project also extended the Project buildout from Year 2021 to Year 2022. The analysis of the Revised Project was detailed in *Traffic Impact Analysis for the Revised citizenM Project* (GTC, May 2018) (Revised Project Memo), which was reviewed and approved by LADOT in *Supplemental Traffic Impact Assessment for the Proposed Citizen M Project at 1718 North Vine Street* (June 2018), provided in Attachment B.

## TRIP GENERATION

Consistent with the Approved Traffic Study, the trip generation estimates in the Revised Project Memo were developed using published rates for hotel, quality restaurant, and high-turnover restaurant uses from *Trip Generation, 9<sup>th</sup> Edition*. *Trip Generation, 10<sup>th</sup> Edition* includes refined trip rates based on updated survey data. A comparison of the rates is provided in Table 1.

The trip generation for the Revised Project, prior to and with implementation of the Transportation Demand Management (TDM program), utilizing published rates from *Trip*

*Generation, 9<sup>th</sup> Edition* and *Trip Generation, 10<sup>th</sup> Edition* are summarized in Table 2 and detailed in Tables 2 through 6. As shown in Table 2, if rates from *Trip Generation, 10<sup>th</sup> Edition* are utilized, the Revised Project would generate 1,328 daily trips, including 100 morning peak hour trips and 90 afternoon peak hour trips. Thus, by applying rates from *Trip Generation, 10<sup>th</sup> Edition*, the Revised Project would generate approximately 32 more daily trips, 14 fewer morning peak hour trips, and one fewer afternoon peak hour trip than with the application of *Trip Generation, 9<sup>th</sup> Edition* rates.

## **CONCLUSION**

Per LADOT guidelines, the peak hour trip estimates were evaluated for the purposes of identifying significant traffic impacts. Based on the comparison presented in Table 2, the peak hour trip generation estimates utilizing *Trip Generation, 9<sup>th</sup> Edition* are higher than those utilizing *Trip Generation, 10<sup>th</sup> Edition*. Accordingly, the conclusions presented in the Revised Project Memo represent a conservative estimate of potential impacts and the utilization of *Trip Generation, 10<sup>th</sup> Edition* rates for the Project would not require further assessment of potential traffic impacts.

**TABLE 1**  
**TRIP GENERATION ESTIMATES - REVISED PROJECT - ITE 9TH AND 10TH EDITIONS**

| Land Use  | Size         | Daily  | AM Peak Hour |     |       | PM Peak Hour |     |       |
|---|--------------|--------|--------------|-----|-------|--------------|-----|-------|
|   |              |        | In           | Out | Total | In           | Out | Total |
| <b><i>Trip Generation, 9th Edition</i></b> [a]  |              |        |              |     |       |              |     |       |
| Hotel (ITE 310)                                 | per room     | 8.17   | 59%          | 41% | 0.53  | 51%          | 49% | 0.60  |
| Quality Restaurant (ITE 931)                    | per 1,000 sf | 89.95  | N/A          | N/A | 0.81  | 67%          | 33% | 7.49  |
| High-Turnover Restaurant (ITE 932)              | per 1,000 sf | 127.15 | 55%          | 45% | 10.81 | 60%          | 40% | 9.85  |
| <b><i>Trip Generation, 10th Edition</i></b> [b] |              |        |              |     |       |              |     |       |
| Hotel (ITE 310)                                 | per room     | 8.36   | 59%          | 41% | 0.47  | 51%          | 49% | 0.60  |
| Quality Restaurant (ITE 931)                    | per 1,000 sf | 83.84  | N/A          | N/A | 0.73  | 67%          | 33% | 7.80  |
| High-Turnover Restaurant (ITE 932)              | per 1,000 sf | 112.18 | 55%          | 45% | 9.94  | 62%          | 38% | 9.77  |

Notes

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

**TABLE 2  
ITE TRIP GENERATION COMPARISON**

| Source  | Daily     | AM Peak Hour |            |             | PM Peak Hour |          |            |
|---|-----------|--------------|------------|-------------|--------------|----------|------------|
|   |           | In           | Out        | Total       | In           | Out      | Total      |
| ITE 9th Edition<br>w/ TDM Program Reduction                                 | 1,296     | 66           | 48         | 114         | 43           | 48       | 91         |
|   | 1,209     | 62           | 45         | 107         | 39           | 45       | 84         |
| ITE 10th Edition<br>w/ TDM Program Reduction                                | 1,328     | 58           | 42         | 100         | 42           | 48       | 90         |
|   | 1,242     | 54           | 40         | 94          | 38           | 45       | 83         |
| <b>Difference (10th Edition - 9th Edition)<br/>w/ TDM Program Reduction</b> | <b>32</b> | <b>(8)</b>   | <b>(6)</b> | <b>(14)</b> | <b>(1)</b>   | <b>0</b> | <b>(1)</b> |
|   | <b>33</b> | <b>(8)</b>   | <b>(5)</b> | <b>(13)</b> | <b>(1)</b>   | <b>0</b> | <b>(1)</b> |

**TABLE 3  
TRIP GENERATION ESTIMATES - REVISED PROJECT - ITE 9TH EDITION**

| Land Use                                     | Size         | Daily        | AM Peak Hour |           |            | PM Peak Hour |           |            |
|--|--------------|--------------|--------------|-----------|------------|--------------|-----------|------------|
|  |              |              | In           | Out       | Total      | In           | Out       | Total      |
| <b><u>Trip Generation Rates</u></b> [a]      |              |              |              |           |            |              |           |            |
| Hotel (ITE 310)                              | per room     | 8.17         | 59%          | 41%       | 0.53       | 51%          | 49%       | 0.60       |
| Quality Restaurant (ITE 931)                 | per 1,000 sf | 89.95        | N/A          | N/A       | 0.81       | 67%          | 33%       | 7.49       |
| High-Turnover Restaurant (ITE 932)           | per 1,000 sf | 127.15       | 55%          | 45%       | 10.81      | 60%          | 40%       | 9.85       |
| <b><u>Revised Project</u></b>                |              |              |              |           |            |              |           |            |
| Hotel  | 240 rooms    | 1,961        | 75           | 52        | 127        | 73           | 71        | 144        |
| <i>Less 25% Transit/Walk Adjustment</i> [b]  |              | (490)        | (19)         | (13)      | (32)       | (18)         | (18)      | (36)       |
| <b>Subtotal - Hotel</b>                      |              | <b>1,471</b> | <b>56</b>    | <b>39</b> | <b>95</b>  | <b>55</b>    | <b>53</b> | <b>108</b> |
| Restaurant [c]                               | 5,373 sf     | 683          | 32           | 26        | 58         | 32           | 21        | 53         |
| <i>Less 50% Internal Capture</i> [d]         |              | (342)        | (16)         | (13)      | (29)       | (16)         | (11)      | (27)       |
| <i>Less 25% Transit/Walk Adjustment</i> [b]  |              | (85)         | (4)          | (3)       | (7)        | (4)          | (3)       | (7)        |
| <b>Subtotal - Restaurant</b>                 |              | <b>256</b>   | <b>12</b>    | <b>10</b> | <b>22</b>  | <b>12</b>    | <b>7</b>  | <b>19</b>  |
| <b>Total - Revised Project</b>               |              | <b>1,727</b> | <b>68</b>    | <b>49</b> | <b>117</b> | <b>67</b>    | <b>60</b> | <b>127</b> |
| <b><u>Existing Use to be Removed</u></b>     |              |              |              |           |            |              |           |            |
| Restaurant [e]                               | 6,393 sf     | 575          | 3            | 2         | 5          | 32           | 16        | 48         |
| <i>Less 25% Transit/Walk Adjustment</i> [b]  |              | (144)        | (1)          | (1)       | (2)        | (8)          | (4)       | (12)       |
| <b>Subtotal - Restaurant</b>                 |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Existing Use to be Removed</b>    |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Net New Revised Project Trips</b> |              | <b>1,296</b> | <b>66</b>    | <b>48</b> | <b>114</b> | <b>43</b>    | <b>48</b> | <b>91</b>  |

**Notes**

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet from the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.

**TABLE 4  
TRIP GENERATION ESTIMATES WITH TDM REDUCTION PROGRAM - REVISED PROJECT - ITE 9TH EDITION**

| Land Use  | Size      | Daily        | AM Peak Hour |            |            | PM Peak Hour |             |             |
|---|-----------|--------------|--------------|------------|------------|--------------|-------------|-------------|
|   |           |              | In           | Out        | Total      | In           | Out         | Total       |
| <b>Revised Project [a]</b>                            |           |              |              |            |            |              |             |             |
| Hotel   | 240 rooms | 1,471        | 56           | 39         | 95         | 55           | 53          | 108         |
| Restaurant [b]  | 5,373 sf  | 256          | 12           | 10         | 22         | 12           | 7           | 19          |
| <b>Total - Revised Project</b>                        |           | <b>1,727</b> | <b>68</b>    | <b>49</b>  | <b>117</b> | <b>67</b>    | <b>60</b>   | <b>127</b>  |
| <b>TDM Program</b>                                    |           |              |              |            |            |              |             |             |
| Hotel - TDM Program Reduction - 5%                    | 240 rooms | (74)         | (3)          | (2)        | (5)        | (3)          | (3)         | (6)         |
| Restaurant - TDM Program Reduction - 5%               | 5,373 sf  | (13)         | (1)          | (1)        | (2)        | (1)          | 0           | (1)         |
| <b>Total - TDM Reduction</b>                          |           | <b>(87)</b>  | <b>(4)</b>   | <b>(3)</b> | <b>(7)</b> | <b>(4)</b>   | <b>(3)</b>  | <b>(7)</b>  |
| <b>Total - Existing Use to be Removed [a]</b>         |           | <b>(431)</b> | <b>(2)</b>   | <b>(1)</b> | <b>(3)</b> | <b>(24)</b>  | <b>(12)</b> | <b>(36)</b> |
| <b>Total - Net New Revised Project Trips with TDM</b> |           | <b>1,209</b> | <b>62</b>    | <b>45</b>  | <b>107</b> | <b>39</b>    | <b>45</b>   | <b>84</b>   |

Notes

[a] See Table 2.

[b] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant and lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis.

**TABLE 5  
TRIP GENERATION ESTIMATES - REVISED PROJECT - ITE 10TH EDITION**

| Land Use                                     | Size         | Daily        | AM Peak Hour |           |            | PM Peak Hour |           |            |
|--|--------------|--------------|--------------|-----------|------------|--------------|-----------|------------|
|  |              |              | In           | Out       | Total      | In           | Out       | Total      |
| <b><u>Trip Generation Rates</u></b> [a]      |              |              |              |           |            |              |           |            |
| Hotel (ITE 310)                              | per room     | 8.36         | 59%          | 41%       | 0.47       | 51%          | 49%       | 0.60       |
| Quality Restaurant (ITE 931)                 | per 1,000 sf | 83.84        | N/A          | N/A       | 0.73       | 67%          | 33%       | 7.80       |
| High-Turnover Restaurant (ITE 932)           | per 1,000 sf | 112.18       | 55%          | 45%       | 9.94       | 62%          | 38%       | 9.77       |
| <b><u>Revised Project</u></b>                |              |              |              |           |            |              |           |            |
| Hotel  | 240 rooms    | 2,006        | 67           | 46        | 113        | 73           | 71        | 144        |
| <i>Less 25% Transit/Walk Adjustment</i> [b]  |              | (502)        | (17)         | (12)      | (29)       | (18)         | (18)      | (36)       |
| <b>Subtotal - Hotel</b>                      |              | <b>1,504</b> | <b>50</b>    | <b>34</b> | <b>84</b>  | <b>55</b>    | <b>53</b> | <b>108</b> |
| Restaurant [c]                               | 5,373 sf     | 603          | 29           | 24        | 53         | 32           | 20        | 52         |
| <i>Less 50% Internal Capture</i> [d]         |              | (302)        | (15)         | (12)      | (27)       | (16)         | (10)      | (26)       |
| <i>Less 25% Transit/Walk Adjustment</i> [b]  |              | (75)         | (4)          | (3)       | (7)        | (4)          | (3)       | (7)        |
| <b>Subtotal - Restaurant</b>                 |              | <b>226</b>   | <b>10</b>    | <b>9</b>  | <b>19</b>  | <b>12</b>    | <b>7</b>  | <b>19</b>  |
| <b>Total - Revised Project</b>               |              | <b>1,730</b> | <b>60</b>    | <b>43</b> | <b>103</b> | <b>67</b>    | <b>60</b> | <b>127</b> |
| <b><u>Existing Use to be Removed</u></b>     |              |              |              |           |            |              |           |            |
| Restaurant [e]                               | 6,393 sf     | 536          | 3            | 2         | 5          | 34           | 16        | 50         |
| <i>Less 25% Transit/Walk Adjustment</i> [b]  |              | (134)        | (1)          | (1)       | (2)        | (9)          | (4)       | (13)       |
| <b>Subtotal - Restaurant</b>                 |              | <b>402</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>25</b>    | <b>12</b> | <b>37</b>  |
| <b>Total - Existing Use to be Removed</b>    |              | <b>402</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>25</b>    | <b>12</b> | <b>37</b>  |
| <b>Total - Net New Revised Project Trips</b> |              | <b>1,328</b> | <b>58</b>    | <b>42</b> | <b>100</b> | <b>42</b>    | <b>48</b> | <b>90</b>  |

**Notes**

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, December 2016), the Project Site is located less than 500 feet from the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.

**TABLE 6  
TRIP GENERATION ESTIMATES WITH TDM REDUCTION PROGRAM - REVISED PROJECT - ITE 10TH EDITION**

| Land Use  | Size      | Daily        | AM Peak Hour |            |            | PM Peak Hour |             |             |
|---|-----------|--------------|--------------|------------|------------|--------------|-------------|-------------|
|   |           |              | In           | Out        | Total      | In           | Out         | Total       |
| <b>Revised Project [a]</b>                            |           |              |              |            |            |              |             |             |
| Hotel   | 240 rooms | 1,504        | 50           | 34         | 84         | 55           | 53          | 108         |
| Restaurant [b]  | 5,373 sf  | 226          | 10           | 9          | 19         | 12           | 7           | 19          |
| <b>Total - Revised Project</b>                        |           | <b>1,730</b> | <b>60</b>    | <b>43</b>  | <b>103</b> | <b>67</b>    | <b>60</b>   | <b>127</b>  |
| <b>TDM Program</b>                                    |           |              |              |            |            |              |             |             |
| Hotel - TDM Program Reduction - 5%                    | 240 rooms | (75)         | (3)          | (2)        | (5)        | (3)          | (3)         | (6)         |
| Restaurant - TDM Program Reduction - 5%               | 5,373 sf  | (11)         | (1)          | 0          | (1)        | (1)          | 0           | (1)         |
| <b>Total - TDM Reduction</b>                          |           | <b>(86)</b>  | <b>(4)</b>   | <b>(2)</b> | <b>(6)</b> | <b>(4)</b>   | <b>(3)</b>  | <b>(7)</b>  |
| <b>Total - Existing Use to be Removed [a]</b>         |           | <b>(402)</b> | <b>(2)</b>   | <b>(1)</b> | <b>(3)</b> | <b>(25)</b>  | <b>(12)</b> | <b>(37)</b> |
| <b>Total - Net New Revised Project Trips with TDM</b> |           | <b>1,242</b> | <b>54</b>    | <b>40</b>  | <b>94</b>  | <b>38</b>    | <b>45</b>   | <b>83</b>   |

Notes

[a] See Table 5.

[b] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant and lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis.



***Attachment A***  
***Transportation Study Assessment***

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

1718 N. VINE ST  
DOT Case No. CEN 16-44591

Date: November 17, 2016

To: Nicholas Hendricks, Senior City Planner  
Department of City Planning

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED CITIZEN M HOTEL PROJECT**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated November 2016, prepared by Gibson Transportation Consultant Inc., for the proposed Citizen M Hotel project located at 1718 N. Vine Street within the Hollywood Community Plan. 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 established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria<sup>1</sup>, the traffic study included the detailed analysis of 17 intersections and determined that one of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis (summarized in **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community. Transportation mitigation measures to alleviate the effects of the impacts are described in this report.

## **DISCUSSION AND FINDINGS**

### **A. Project Description**

The project proposes to demolish approximately 6,393 square feet (sf) of existing restaurant and construct a 216-room hotel with up to approximately 4,354 sf of public accessible restaurant on a 0.281 acre project site. Vehicular access to the project site would be provided via a full-access driveway on Vine Street. Parking for the project would be provided on-site within three subterranean parking levels containing 79 automobile parking spaces and 124 bicycle parking spaces. The project is expected to be completed by 2021.

### **B. Trip Generation**

The proposed project is expected to generate approximately 1,101 net new daily trips,

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<sup>1</sup> Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 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.

99 net new trips in the a.m. peak hour and 77 net new trips in the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9<sup>th</sup> Edition." A copy of the trip generation estimates table from the transportation study is attached and identified as **Attachment 2**.

C. Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study estimates that the project would result in a significant traffic impact at the intersection of Vine Street and Hollywood Boulevard intersection during the "future with project" scenario. To off-set this significant traffic impact, the traffic study proposed a **Transportation Demand Management (TDM) Program** and transportation System Management improvements designed to fully mitigate the impacts (discussed in the "Project Requirements" section).

D. 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. 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. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. The project did not meet or exceed one or more of the four thresholds defined in the agreement; therefore, no additional analysis was required by Caltrans.

## PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

B. 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 program 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) Program**

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:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Participate as a member of future Hollywood Transportation Management Organization, when operational (described in detail below);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

In addition to these TDM measures, DOT also recommends that the applicant explore the implementation of an on-demand van, shuttle or tram service that connects the project employees to off-site transit stops (such as the Metro Red Line stations) based on the transportation needs of the project's employees. Such a service can be included as an additional measure in the TDM program if it is deemed feasible and effective by the applicant.

## 2. **Hollywood Transportation Management Organization**

The project should join a Transportation Management Organization (TMO) serving the Hollywood area once it is created. DOT is currently working with other major employers in the Hollywood area to develop a TMO that would be available to the general public and employees of participating companies within the Hollywood area. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. TMO's in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in Hollywood can be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Hollywood community. The TMO's activities would help augment or implement some of the strategies described above for the project-specific TDM plan. TMO's typically implement and promote TDM strategies such as the following:

- employee flex time and modified work schedules;
- vanpool and carpool programs;
- provide information on rail, bus and shuttle services;
- satellite parking;
- non-vehicular commuting;
- parking management strategies;
- telecommuting programs;
- matching services for multi-employer carpools,
- multi-employer vanpools (to serve areas that are identified as under-served by transit);
- promotion and implementation of pedestrian, bicycle and transit stop enhancements (such as transit/bicycle lanes).

## C. Transportation Systems Management (TSM) Improvements

To further augment LADOT's existing Automated Traffic Surveillance and Control (ATSAC) traffic signal system, the applicant would be required to upgrade five (5) of the existing closed circuit television (CCTV) camera systems, including all transmission equipment and any required new video fiber/cables, within the project study area. These CCTV camera systems shall be upgraded to minimize any system break-down disruption and to continue providing real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the project study area. The proposed five (5) existing CCTV camera systems to be upgraded are at the following locations:

1. Highland Avenue and Franklin Place
2. Highland Avenue and Hollywood Boulevard
3. Highland Avenue and Sunset Boulevard
4. Hollywood Boulevard and Vine Street
5. Bronson Avenue and Hollywood Boulevard

The total cost for these CCTV camera systems upgrade is **\$75,000** and shall be guaranteed through cash payment prior to the issuance of any building permit. DOT shall be responsible for design and implementation of the upgrades.

D. **Highway Dedication and Street Widening Requirements**

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents 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, **Vine Street** is designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-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. **Parking Analysis**

As referenced in the Project Description section above, the traffic study indicate that the project would provide 79 automobile parking spaces and 124 bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

F. **Site Access and Circulation Plan**

The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 3**.

G. **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 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 me at (213) 972-8482.

#### Attachments

N:\letters\CEN16-44591\_6220 1718 N. Vine St. CitizenM Project ts ltr

c: Chris Robertson, Council District 13  
Jeannie Shen, Hollywood-Wilshire District Office, DOT  
Jeffrey Xu, ATSAC, DOT  
Taimour Tanavoli, Citywide Planning Coordination Section, DOT  
Carl Mills, Central District, BOE  
Emily Wong, Gibson Transportation Consulting, Inc.

**TABLE 13  
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |               |                    | Future with Project with Mitigation Conditions[a] |     |               |                    |
|-----|---|-----------|-----------------------------------|-----|--------------------------------|-----|---------------|--------------------|---|-----|---------------|--------------------|
|     |   |           | V/C                               | LOS | V/C                            | LOS | Change in V/C | Significant Impact | V/C   | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.359                             | A   | 0.361                          | A   | 0.002         | NO                 | 0.361   | A   | 0.002         | NO                 |
|     |   | PM        | 0.439                             | A   | 0.441                          | A   | 0.002         | NO                 | 0.441   | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.893                             | D   | 0.896                          | D   | 0.003         | NO                 | 0.896   | D   | 0.003         | NO                 |
|     |   | PM        | 0.933                             | E   | 0.936                          | E   | 0.003         | NO                 | 0.936   | E   | 0.003         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.696                             | B   | 0.697                          | B   | 0.001         | NO                 | 0.697   | B   | 0.001         | NO                 |
|     |   | PM        | 0.745                             | C   | 0.746                          | C   | 0.001         | NO                 | 0.746   | C   | 0.001         | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.687                             | B   | 0.688                          | B   | 0.001         | NO                 | 0.688   | B   | 0.001         | NO                 |
|     |   | PM        | 0.675                             | B   | 0.675                          | B   | 0.000         | NO                 | 0.675   | B   | 0.000         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.652                             | B   | 0.653                          | B   | 0.001         | NO                 | 0.653   | B   | 0.001         | NO                 |
|     |   | PM        | 0.775                             | C   | 0.776                          | C   | 0.001         | NO                 | 0.776   | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.587                             | A   | 0.599                          | A   | 0.012         | NO                 | 0.598   | A   | 0.011         | NO                 |
|     |   | PM        | 0.594                             | A   | 0.603                          | B   | 0.009         | NO                 | 0.602   | B   | 0.008         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.282                             | A   | 0.293                          | A   | 0.011         | NO                 | 0.292   | A   | 0.010         | NO                 |
|     |   | PM        | 0.459                             | A   | 0.469                          | A   | 0.010         | NO                 | 0.468   | A   | 0.009         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.971                             | F * | 0.974                          | F * | 0.003         | NO                 | 0.974   | F * | 0.003         | NO                 |
|     |   | PM        | 0.719                             | F * | 0.722                          | F * | 0.003         | NO                 | 0.721   | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.635                             | B   | 0.637                          | B   | 0.002         | NO                 | 0.637   | B   | 0.002         | NO                 |
|     |   | PM        | 0.600                             | A   | 0.602                          | B   | 0.002         | NO                 | 0.602   | B   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.894                             | F * | 0.910                          | F * | 0.016         | YES                | 0.899   | F * | 0.005         | NO                 |
|     |   | PM        | 0.883                             | F * | 0.895                          | F * | 0.012         | YES                | 0.884   | F * | 0.001         | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.629                             | B   | 0.631                          | B   | 0.002         | NO                 | 0.631   | B   | 0.002         | NO                 |
|     |   | PM        | 0.685                             | B   | 0.686                          | B   | 0.001         | NO                 | 0.686   | B   | 0.001         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.789                             | C   | 0.791                          | C   | 0.002         | NO                 | 0.790   | C   | 0.001         | NO                 |
|     |   | PM        | 0.779                             | C   | 0.781                          | C   | 0.002         | NO                 | 0.781   | C   | 0.002         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.705                             | C   | 0.707                          | C   | 0.002         | NO                 | 0.706   | C   | 0.001         | NO                 |
|     |   | PM        | 0.747                             | C   | 0.748                          | C   | 0.001         | NO                 | 0.748   | C   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.758                             | C   | 0.760                          | C   | 0.002         | NO                 | 0.760   | C   | 0.002         | NO                 |
|     |   | PM        | 0.639                             | B   | 0.640                          | B   | 0.001         | NO                 | 0.640   | B   | 0.001         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.887                             | D   | 0.888                          | D   | 0.001         | NO                 | 0.888   | D   | 0.001         | NO                 |
|     |   | PM        | 0.681                             | B   | 0.682                          | B   | 0.001         | NO                 | 0.682   | B   | 0.001         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.625                             | B   | 0.627                          | B   | 0.002         | NO                 | 0.627   | B   | 0.002         | NO                 |
|     |   | PM        | 0.614                             | B   | 0.616                          | B   | 0.002         | NO                 | 0.616   | B   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.931                             | F * | 0.933                          | F * | 0.002         | NO                 | 0.933   | F * | 0.002         | NO                 |
|     |   | PM        | 1.075                             | F * | 1.077                          | F * | 0.002         | NO                 | 1.077   | F * | 0.002         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes implementation of a TDM program and contributions towards TSM improvements.



**TABLE 8  
TRIP GENERATION ESTIMATES**

| Land Use                                  | Size         | Daily        | AM Peak Hour |           |            | PM Peak Hour |           |            |
|---|--------------|--------------|--------------|-----------|------------|--------------|-----------|------------|
|   |              |              | In           | Out       | Total      | In           | Out       | Total      |
| <b><u>Trip Generation Rates</u></b> [a]   |              |              |              |           |            |              |           |            |
| Hotel (ITE 310)                           | per room     | 8.17         | 59%          | 41%       | 0.53       | 51%          | 49%       | 0.60       |
| Quality Restaurant (ITE 931)              | per 1,000 sf | 89.95        | N/A          | N/A       | 0.81       | 67%          | 33%       | 7.49       |
| High-Turnover Restaurant (ITE 932)        | per 1,000 sf | 127.15       | 55%          | 45%       | 10.81      | 60%          | 40%       | 9.85       |
| <b><u>Proposed Project</u></b>            |              |              |              |           |            |              |           |            |
| Hotel                                     | 216 rooms    | 1,765        | 67           | 47        | 114        | 66           | 64        | 130        |
|   |              | (441)        | (17)         | (12)      | (29)       | (17)         | (16)      | (33)       |
| <b>Subtotal - Hotel</b>                   |              | <b>1,324</b> | <b>50</b>    | <b>35</b> | <b>85</b>  | <b>49</b>    | <b>48</b> | <b>97</b>  |
| Restaurant [c]                            | 4,354 sf     | 554          | 26           | 21        | 47         | 26           | 17        | 43         |
|   |              | (277)        | (13)         | (11)      | (24)       | (13)         | (9)       | (22)       |
|   |              | (69)         | (3)          | (3)       | (6)        | (3)          | (2)       | (5)        |
| <b>Subtotal - Restaurant</b>              |              | <b>208</b>   | <b>10</b>    | <b>7</b>  | <b>17</b>  | <b>10</b>    | <b>6</b>  | <b>16</b>  |
| <b>Total - Proposed Project</b>           |              | <b>1,532</b> | <b>60</b>    | <b>42</b> | <b>102</b> | <b>59</b>    | <b>54</b> | <b>113</b> |
| <b><u>Existing Use to be Removed</u></b>  |              |              |              |           |            |              |           |            |
| Restaurant [e]                            | 6,393 sf     | 575          | 3            | 2         | 5          | 32           | 16        | 48         |
|   |              | (144)        | (1)          | (1)       | (2)        | (8)          | (4)       | (12)       |
| <b>Subtotal - Restaurant</b>              |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Existing Use to be Removed</b> |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
| <b>Total - Net New Project Trips</b>      |              | <b>1,101</b> | <b>58</b>    | <b>41</b> | <b>99</b>  | <b>35</b>    | <b>42</b> | <b>77</b>  |

**Notes**

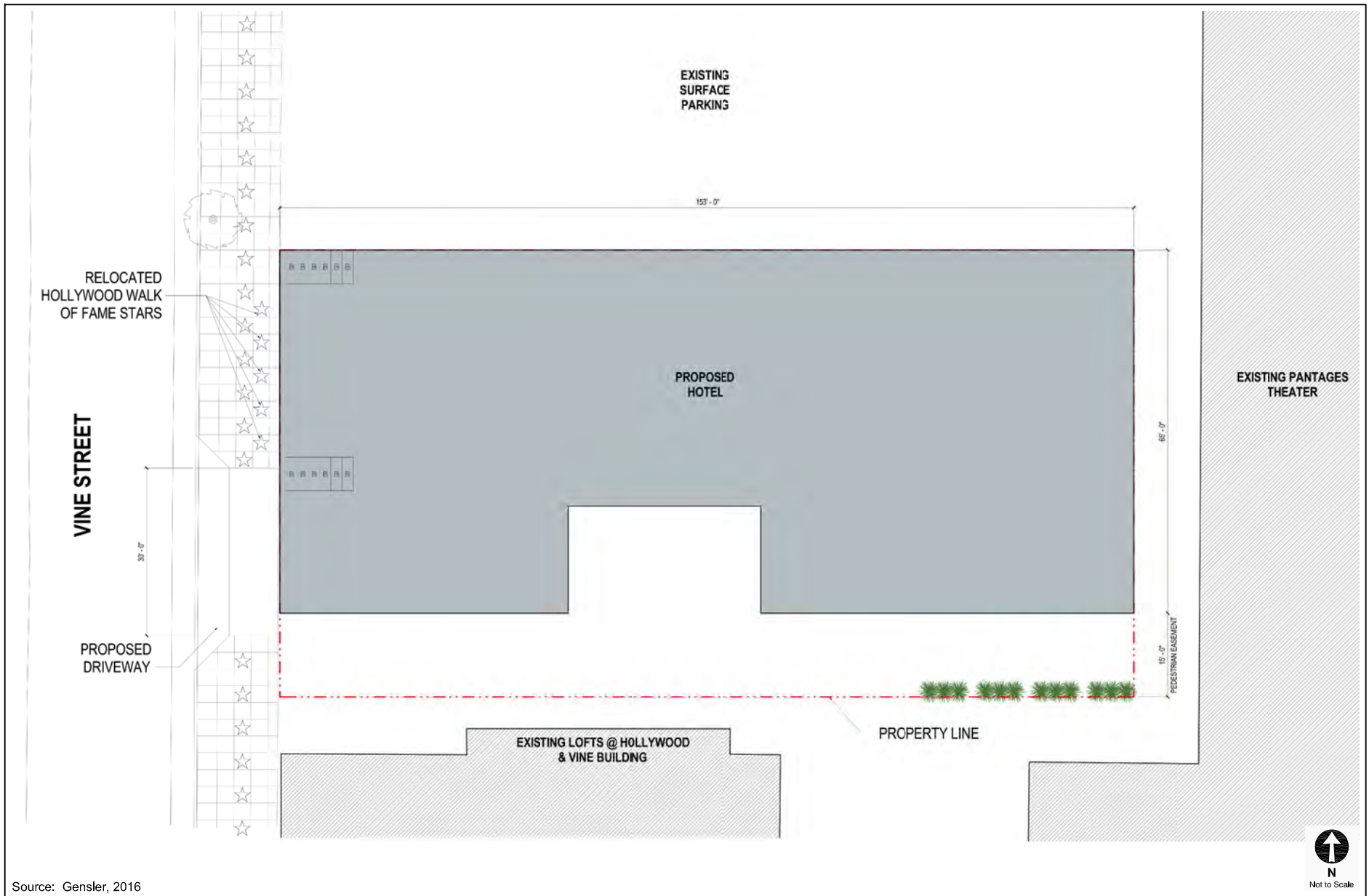
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.



Source: Gensler, 2016

SITE PLAN

FIGURE  
1

***Attachment B***

***Supplemental Traffic Impact Assessment***

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

1718 N. Vine St  
DOT Case No. CEN 18-47188

**Date:** June 28, 2018

**To:** Luciralia Ibarra, Senior City Planner  
Department of City Planning

**From:** Wes Pringle, Transportation Engineer  
Department of Transportation

**Subject:** **SUPPLEMENTAL TRAFFIC IMPACT ASSESSMENT FOR THE  
PROPOSED CITIZEN M PROJECT AT 1718 NORTH VINE STREET**

A traffic impact study for the proposed Citizen M Hotel project was submitted to the Department of Transportation (DOT) on November 2016 and a corresponding DOT assessment report was issued to the Department of City Planning (DCP) on November 17, 2016. Since then, the developer has modified the project by increasing the number of hotel rooms, increasing 1,019 square feet of public accessible high-turnover restaurant, and extending the project buildout from year 2021 to year 2022.

The latest proposal is described in the table below that provides a comparison between the new project scope and the scope that was last reviewed by DOT

| <b>Land Use</b>            | <b>Original Project</b> | <b>Revised Project</b> |
|----------------------------|-------------------------|------------------------|
| Hotel                      | 216 rooms               | 240 rooms              |
| Restaurant (High-Turnover) | 4,354 Square Feet (SF)  | 5,373 SF               |

The project description has been modified and a supplemental traffic analysis, dated May 24, 2018 was prepared by Gibson Transportation Consultant Inc. and submitted to DOT. A revision was made to the trip generation table, the related project list was updated to reflect the amount of new traffic added by other known development projects within the study area, and a modification was made to the number of automobile and bicycle parking spaces. The supplemental traffic analysis indicate that the project would provide 98 automobile parking spaces and 72 bicycle parking spaces within a four-level subterranean parking garage. A Critical Movement Analysis was recalculated to provide an updated assessment for the existing plus project conditions and project opening year (2022) with project conditions.

The original project was estimated to generate approximately 1,101 net new daily trips, 99 net new trips in the a.m. peak hour, and 77 net new trips in the p.m. peak hour. The revised project is expected to generate a net increase of 1,296 net daily trips, 114 net new trips in the a.m. peak hour, 91 net new trips in the p.m. peak hour.

The updated analysis determined that the project (pre-mitigation) is expected to result in a significant traffic impact at the same intersection and no new significant traffic impacts at any of the other 16 intersections. Further, the updated analysis does not report a substantial increase in the severity of the impacts at the one impacted intersection. DOT concurs with the findings of the updated analysis that only the same study intersection

would be significantly impacted by project related traffic and that the transportation mitigation program described in DOT's November 17, 2016 letter would also reduce the impact at the intersection to less than significant. Therefore, all of the project requirements that are identified in DOT's November 17, 2016 letter (attached for reference) shall remain in effect.

If you have any questions, please contact Eduardo Hermoso of my staff at (213) 972-8451.

#### Attachments

M:\Letters\2018\CEN18-47188\_1718 N Vine St\_rev\_ltr.doc

c: Amy Ablakat, Council District No. 13  
Carl Mills, BOE Development Services  
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Sarah M Drobis, Gibson Transportation Consultant Inc.

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

1718 N. VINE ST  
DOT Case No. CEN 16-44591

Date: November 17, 2016

To: Nicholas Hendricks, Senior City Planner  
Department of City Planning

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED CITIZEN M HOTEL PROJECT**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated November 2016, prepared by Gibson Transportation Consultant Inc., for the proposed Citizen M Hotel project located at 1718 N. Vine Street within the Hollywood Community Plan. 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 established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria<sup>1</sup>, the traffic study included the detailed analysis of 17 intersections and determined that one of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis (summarized in **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community. Transportation mitigation measures to alleviate the effects of the impacts are described in this report.

## **DISCUSSION AND FINDINGS**

### A. Project Description

The project proposes to demolish approximately 6,393 square feet (sf) of existing restaurant and construct a 216-room hotel with up to approximately 4,354 sf of public accessible restaurant on a 0.281 acre project site. Vehicular access to the project site would be provided via a full-access driveway on Vine Street. Parking for the project would be provided on-site within three subterranean parking levels containing 79 automobile parking spaces and 124 bicycle parking spaces. The project is expected to be completed by 2021.

### B. Trip Generation

The proposed project is expected to generate approximately 1,101 net new daily trips,

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<sup>1</sup> Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 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.

99 net new trips in the a.m. peak hour and 77 net new trips in the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9<sup>th</sup> Edition." A copy of the trip generation estimates table from the transportation study is attached and identified as **Attachment 2**.

C. Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study estimates that the project would result in a significant traffic impact at the intersection of Vine Street and Hollywood Boulevard intersection during the "future with project" scenario. To off-set this significant traffic impact, the traffic study proposed a **Transportation Demand Management (TDM) Program** and transportation System Management improvements designed to fully mitigate the impacts (discussed in the "Project Requirements" section).

D. 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. 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. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. The project did not meet or exceed one or more of the four thresholds defined in the agreement; therefore, no additional analysis was required by Caltrans.

## PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

**B. 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 program 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) Program**

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:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Participate as a member of future Hollywood Transportation Management Organization, when operational (described in detail below);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.



In addition to these TDM measures, DOT also recommends that the applicant explore the implementation of an on-demand van, shuttle or tram service that connects the project employees to off-site transit stops (such as the Metro Red Line stations) based on the transportation needs of the project's employees. Such a service can be included as an additional measure in the TDM program if it is deemed feasible and effective by the applicant.

## 2. **Hollywood Transportation Management Organization**

The project should join a Transportation Management Organization (TMO) serving the Hollywood area once it is created. DOT is currently working with other major employers in the Hollywood area to develop a TMO that would be available to the general public and employees of participating companies within the Hollywood area. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. TMO's in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in Hollywood can be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Hollywood community. The TMO's activities would help augment or implement some of the strategies described above for the project-specific TDM plan. TMO's typically implement and promote TDM strategies such as the following:

- employee flex time and modified work schedules;
- vanpool and carpool programs;
- provide information on rail, bus and shuttle services;
- satellite parking;
- non-vehicular commuting;
- parking management strategies;
- telecommuting programs;
- matching services for multi-employer carpools,
- multi-employer vanpools (to serve areas that are identified as under-served by transit);
- promotion and implementation of pedestrian, bicycle and transit stop enhancements (such as transit/bicycle lanes).

## C. Transportation Systems Management (TSM) Improvements

To further augment LADOT's existing Automated Traffic Surveillance and Control (ATSAC) traffic signal system, the applicant would be required to upgrade five (5) of the existing closed circuit television (CCTV) camera systems, including all transmission equipment and any required new video fiber/cables, within the project study area. These CCTV camera systems shall be upgraded to minimize any system break-down disruption and to continue providing real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the project study area. The proposed five (5) existing CCTV camera systems to be upgraded are at the following locations:

1. Highland Avenue and Franklin Place
2. Highland Avenue and Hollywood Boulevard
3. Highland Avenue and Sunset Boulevard
4. Hollywood Boulevard and Vine Street
5. Bronson Avenue and Hollywood Boulevard

The total cost for these CCTV camera systems upgrade is **\$75,000** and shall be guaranteed through cash payment prior to the issuance of any building permit. DOT shall be responsible for design and implementation of the upgrades.

D. **Highway Dedication and Street Widening Requirements**

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents 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, **Vine Street** is designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-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. **Parking Analysis**

As referenced in the Project Description section above, the traffic study indicate that the project would provide 79 automobile parking spaces and 124 bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

F. **Site Access and Circulation Plan**

The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 3**.

G. **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 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 me at (213) 972-8482.

#### Attachments

N:\letters\CEN16-44591\_6220 1718 N. Vine St. CitizenM Project ts ltr

c: Chris Robertson, Council District 13  
Jeannie Shen, Hollywood-Wilshire District Office, DOT  
Jeffrey Xu, ATSAC, DOT  
Taimour Tanavoli, Citywide Planning Coordination Section, DOT  
Carl Mills, Central District, BOE  
Emily Wong, Gibson Transportation Consulting, Inc.

**TABLE 13  
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)  
SIGNIFICANT IMPACT ANALYSIS**

| No. | Intersection  | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |               |                    | Future with Project with Mitigation Conditions[a] |     |               |                    |
|-----|---|-----------|-----------------------------------|-----|--------------------------------|-----|---------------|--------------------|---|-----|---------------|--------------------|
|     |   |           | V/C                               | LOS | V/C                            | LOS | Change in V/C | Significant Impact | V/C   | LOS | Change in V/C | Significant Impact |
| 1.  | Vine Street & Franklin Avenue / US 101 SB Off-Ramp      | AM        | 0.359                             | A   | 0.361                          | A   | 0.002         | NO                 | 0.361   | A   | 0.002         | NO                 |
|     |   | PM        | 0.439                             | A   | 0.441                          | A   | 0.002         | NO                 | 0.441   | A   | 0.002         | NO                 |
| 2.  | Argyle Ave / US 101 NB On-ramp & Franklin Avenue        | AM        | 0.893                             | D   | 0.896                          | D   | 0.003         | NO                 | 0.896   | D   | 0.003         | NO                 |
|     |   | PM        | 0.933                             | E   | 0.936                          | E   | 0.003         | NO                 | 0.936   | E   | 0.003         | NO                 |
| 3.  | Gower Street & Franklin Avenue                          | AM        | 0.696                             | B   | 0.697                          | B   | 0.001         | NO                 | 0.697   | B   | 0.001         | NO                 |
|     |   | PM        | 0.745                             | C   | 0.746                          | C   | 0.001         | NO                 | 0.746   | C   | 0.001         | NO                 |
| 4.  | Beachwood Drive / US 101 NB Off-Ramp & Franklin Avenue  | AM        | 0.687                             | B   | 0.688                          | B   | 0.001         | NO                 | 0.688   | B   | 0.001         | NO                 |
|     |   | PM        | 0.675                             | B   | 0.675                          | B   | 0.000         | NO                 | 0.675   | B   | 0.000         | NO                 |
| 5.  | Bronson Avenue & Franklin Avenue                        | AM        | 0.652                             | B   | 0.653                          | B   | 0.001         | NO                 | 0.653   | B   | 0.001         | NO                 |
|     |   | PM        | 0.775                             | C   | 0.776                          | C   | 0.001         | NO                 | 0.776   | C   | 0.001         | NO                 |
| 6.  | Vine Street & Yucca Street                              | AM        | 0.587                             | A   | 0.599                          | A   | 0.012         | NO                 | 0.598   | A   | 0.011         | NO                 |
|     |   | PM        | 0.594                             | A   | 0.603                          | B   | 0.009         | NO                 | 0.602   | B   | 0.008         | NO                 |
| 7.  | Argyle Avenue & Yucca Street                            | AM        | 0.282                             | A   | 0.293                          | A   | 0.011         | NO                 | 0.292   | A   | 0.010         | NO                 |
|     |   | PM        | 0.459                             | A   | 0.469                          | A   | 0.010         | NO                 | 0.468   | A   | 0.009         | NO                 |
| 8.  | Cahuenga Boulevard & Hollywood Boulevard                | AM        | 0.971                             | F * | 0.974                          | F * | 0.003         | NO                 | 0.974   | F * | 0.003         | NO                 |
|     |   | PM        | 0.719                             | F * | 0.722                          | F * | 0.003         | NO                 | 0.721   | F * | 0.002         | NO                 |
| 9.  | Ivar Avenue & Hollywood Boulevard                       | AM        | 0.635                             | B   | 0.637                          | B   | 0.002         | NO                 | 0.637   | B   | 0.002         | NO                 |
|     |   | PM        | 0.600                             | A   | 0.602                          | B   | 0.002         | NO                 | 0.602   | B   | 0.002         | NO                 |
| 10. | Vine Street & Hollywood Boulevard                       | AM        | 0.894                             | F * | 0.910                          | F * | 0.016         | YES                | 0.899   | F * | 0.005         | NO                 |
|     |   | PM        | 0.883                             | F * | 0.895                          | F * | 0.012         | YES                | 0.884   | F * | 0.001         | NO                 |
| 11. | Argyle Avenue & Hollywood Boulevard                     | AM        | 0.629                             | B   | 0.631                          | B   | 0.002         | NO                 | 0.631   | B   | 0.002         | NO                 |
|     |   | PM        | 0.685                             | B   | 0.686                          | B   | 0.001         | NO                 | 0.686   | B   | 0.001         | NO                 |
| 12. | Gower Street & Hollywood Boulevard                      | AM        | 0.789                             | C   | 0.791                          | C   | 0.002         | NO                 | 0.790   | C   | 0.001         | NO                 |
|     |   | PM        | 0.779                             | C   | 0.781                          | C   | 0.002         | NO                 | 0.781   | C   | 0.002         | NO                 |
| 13. | Bronson Avenue & Hollywood Boulevard                    | AM        | 0.705                             | C   | 0.707                          | C   | 0.002         | NO                 | 0.706   | C   | 0.001         | NO                 |
|     |   | PM        | 0.747                             | C   | 0.748                          | C   | 0.001         | NO                 | 0.748   | C   | 0.001         | NO                 |
| 14. | US 101 SB Ramps & Hollywood Boulevard                   | AM        | 0.758                             | C   | 0.760                          | C   | 0.002         | NO                 | 0.760   | C   | 0.002         | NO                 |
|     |   | PM        | 0.639                             | B   | 0.640                          | B   | 0.001         | NO                 | 0.640   | B   | 0.001         | NO                 |
| 15. | US 101 NB Ramps / Van Ness Avenue & Hollywood Boulevard | AM        | 0.887                             | D   | 0.888                          | D   | 0.001         | NO                 | 0.888   | D   | 0.001         | NO                 |
|     |   | PM        | 0.681                             | B   | 0.682                          | B   | 0.001         | NO                 | 0.682   | B   | 0.001         | NO                 |
| 16. | Vine Street & Selma Avenue                              | AM        | 0.625                             | B   | 0.627                          | B   | 0.002         | NO                 | 0.627   | B   | 0.002         | NO                 |
|     |   | PM        | 0.614                             | B   | 0.616                          | B   | 0.002         | NO                 | 0.616   | B   | 0.002         | NO                 |
| 17. | Vine Street & Sunset Boulevard                          | AM        | 0.931                             | F * | 0.933                          | F * | 0.002         | NO                 | 0.933   | F * | 0.002         | NO                 |
|     |   | PM        | 1.075                             | F * | 1.077                          | F * | 0.002         | NO                 | 1.077   | F * | 0.002         | NO                 |

**Notes**

\* LOS based on field observations of congested AM and PM peak hour conditions, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] The mitigation program includes implementation of a TDM program and contributions towards TSM improvements.

**TABLE 8  
TRIP GENERATION ESTIMATES**

| Land Use                                  | Size         | Daily        | AM Peak Hour |           |            | PM Peak Hour |           |            |
|---|--------------|--------------|--------------|-----------|------------|--------------|-----------|------------|
|   |              |              | In           | Out       | Total      | In           | Out       | Total      |
| <b><u>Trip Generation Rates</u></b> [a]   |              |              |              |           |            |              |           |            |
| Hotel (ITE 310)                           | per room     | 8.17         | 59%          | 41%       | 0.53       | 51%          | 49%       | 0.60       |
| Quality Restaurant (ITE 931)              | per 1,000 sf | 89.95        | N/A          | N/A       | 0.81       | 67%          | 33%       | 7.49       |
| High-Turnover Restaurant (ITE 932)        | per 1,000 sf | 127.15       | 55%          | 45%       | 10.81      | 60%          | 40%       | 9.85       |
| <b><u>Proposed Project</u></b>            |              |              |              |           |            |              |           |            |
| Hotel                                     | 216 rooms    | 1,765        | 67           | 47        | 114        | 66           | 64        | 130        |
|   |              | (441)        | (17)         | (12)      | (29)       | (17)         | (16)      | (33)       |
| <b>Subtotal - Hotel</b>                   |              | <b>1,324</b> | <b>50</b>    | <b>35</b> | <b>85</b>  | <b>49</b>    | <b>48</b> | <b>97</b>  |
| Restaurant [c]                            | 4,354 sf     | 554          | 26           | 21        | 47         | 26           | 17        | 43         |
|   |              | (277)        | (13)         | (11)      | (24)       | (13)         | (9)       | (22)       |
|   |              | (69)         | (3)          | (3)       | (6)        | (3)          | (2)       | (5)        |
| <b>Subtotal - Restaurant</b>              |              | <b>208</b>   | <b>10</b>    | <b>7</b>  | <b>17</b>  | <b>10</b>    | <b>6</b>  | <b>16</b>  |
| <b>Total - Proposed Project</b>           |              | <b>1,532</b> | <b>60</b>    | <b>42</b> | <b>102</b> | <b>59</b>    | <b>54</b> | <b>113</b> |
| <b><u>Existing Use to be Removed</u></b>  |              |              |              |           |            |              |           |            |
| Restaurant [e]                            | 6,393 sf     | 575          | 3            | 2         | 5          | 32           | 16        | 48         |
|   |              | (144)        | (1)          | (1)       | (2)        | (8)          | (4)       | (12)       |
| <b>Subtotal - Restaurant</b>              |              | <b>431</b>   | <b>2</b>     | <b>1</b>  | <b>3</b>   | <b>24</b>    | <b>12</b> | <b>36</b>  |
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| <b>Total - Net New Project Trips</b>      |              | <b>1,101</b> | <b>58</b>    | <b>41</b> | <b>99</b>  | <b>35</b>    | <b>42</b> | <b>77</b>  |

**Notes**

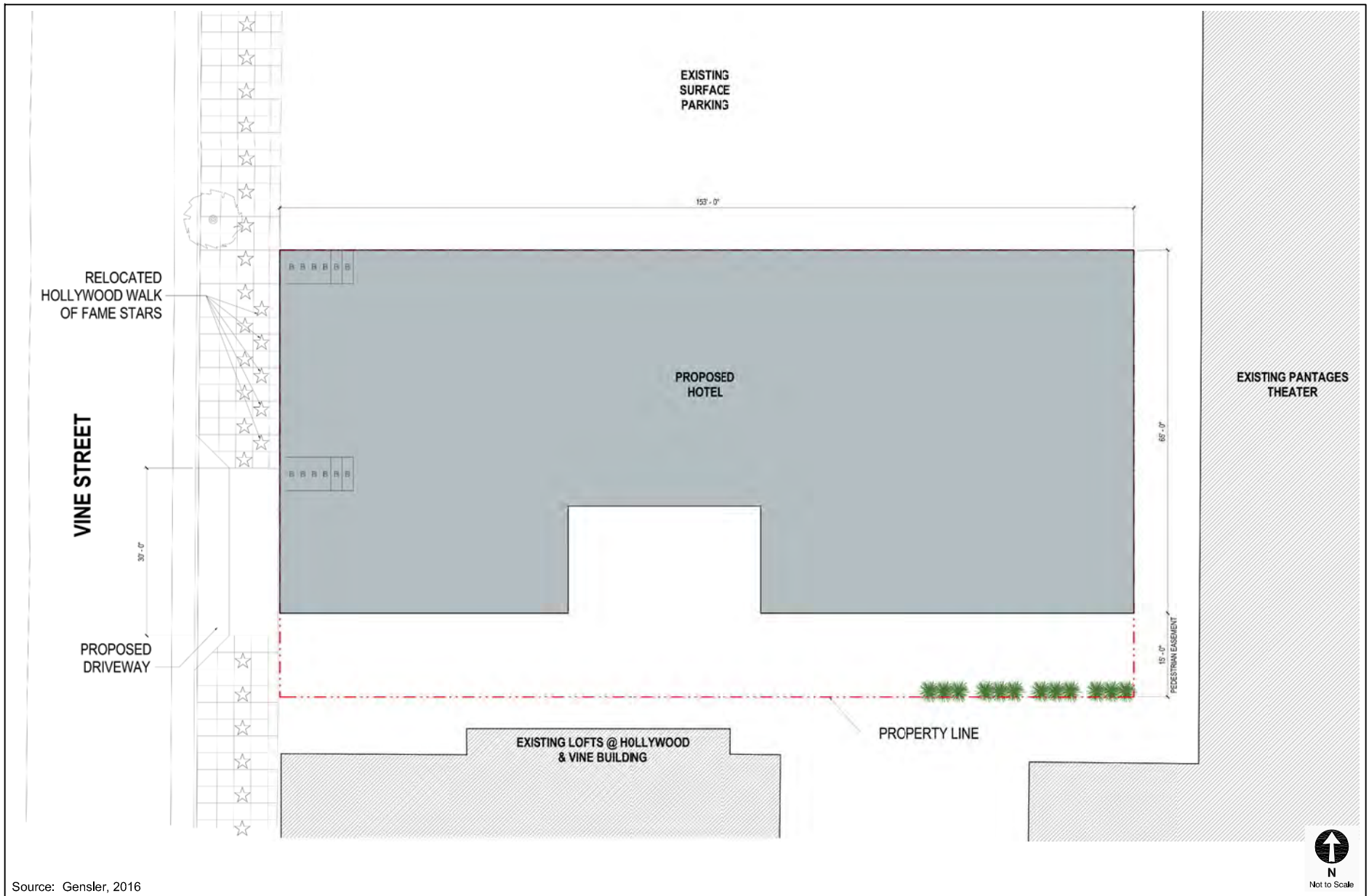
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Traffic Study Policies and Procedures* (LADOT, August 2014), the Project Site is located less than 500 feet of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a 25% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.



Source: Gensler, 2016

SITE PLAN

FIGURE  
1