

**ERRATA TO THE  
FINAL ENVIRONMENTAL IMPACT REPORT  
FOR THE CROSSROADS HOLLYWOOD PROJECT**

State Clearinghouse No. 2015101073

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**PREPARED FOR:**

City of Los Angeles  
Department of City Planning

**PREPARED BY:**

Eyestone Environmental, LLC

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# **Errata**

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## **Crossroads Hollywood Project Final Environmental Impact Report**

This Errata addresses proposed refinements to the Crossroads Hollywood Project evaluated in the Crossroads Hollywood Final Environmental Impact Report (EIR). The Final EIR (“EIR”) is comprised of: (1) the Draft EIR dated April 2017; (2) the comments received on the Draft EIR and the City’s responses to them; (3) this Errata; and (4) a list of persons, organization and public agencies commenting on the draft EIR. The Final EIR included modifications to the Project analyzed in the Draft EIR (Original Project) in response to community input, which are referred to as the Modified Project. This Errata evaluates further refinements to the Modified Project based on community input. Specifically, as described in more detail below, the Modified Project has been refined to include the retention of the Early American Building in its existing location within the existing Crossroads of the World Complex; to incorporate the existing Bullinger Building into the Modified Project; to reorient the proposed hotel within Development Parcel A; to refine the mix of commercial uses within Development Parcel C to include a market and movie theater with no increase in overall square footage; to include a refined pedestrian paseo that connects the existing Crossroads of the World complex and other Refined Project buildings with the surrounding community; and to increase the height of the parking structure proposed within Development Parcel E from 60 feet to 68 feet. The refined Modified Project is referred to as the Refined Project.

### **A. Description of Refined Project**

With the exception of the Crossroads of the World complex, the former Hollywood Reporter Building and the Bullinger Building, are both preserved and rehabilitated as part of the Project, the Project demolishes all of the existing buildings on the Project Site and constructs a mixed-use development that spans four city blocks, and includes eight new mixed-use buildings with residential, hotel, commercial/retail, entertainment, and restaurant uses, a new stand-alone, one-story commercial/ retail building on the eastern edge of the Crossroads of the World complex, and a new above-ground parking structure on the eastern side of the Project Site. The Project preserves the historic setting of the Crossroads of the World complex by locating the majority of the new buildings, and all of the new tower buildings, to the other portions of the Project Site. The Project (including existing uses to be retained within the Crossroads of the World complex and the uses to be included in the former Hollywood Reporter Building and the Bullinger Building) includes approximately 1,381,000 square feet of floor area, consisting of 950 residential units,

308 hotel rooms, and approximately 190,000 square feet of commercial/retail uses. Included among the residential units are 105 residential units, covenanted for a period of 55 years to be leased to very-low income tenants, to replace the existing 82 residential units covered by the City's Rent Stabilization Ordinance that the Project demolishes. The proposed floor area ratio (FAR) is approximately 3.81:1 averaged across the Project Site. As such, the Project results in a net increase of approximately 1,208,427 square feet of floor area on-site.

The Project retains and rehabilitates Crossroads of the World, which is a designated City Cultural-Historic Monument (Monument #134) and is also listed on the National Register of Historic Places and the California Register of Historical Resources. The Project also retains and rehabilitates the former Hollywood Reporter Building, which was designated as a Los Angeles Historic-Cultural Monument on November 7, 2017, and the Bullinger Building.

The Project also includes creation of a new pedestrian passageway design (i.e., a pedestrian paseo) that increases connectivity between the Crossroads of the World complex and the remainder of the buildings on the Project Site, and also between the Project development and the surrounding community. It is a meandering public walkway that connects the northwest corner of the Project Site to Crossroads of the World. Flanked on either side by retail, and creating additional options for connectivity, the paseo increases the walkability of Hollywood.

In total, the Project removes approximately 172,573 square feet of existing floor area and constructs approximately 1,381,000 square feet of new floor area, resulting in a net increase of approximately 1,208,427 square feet of floor area within the Project Site. With implementation of the Project, the Project Site includes a total of 1,381,000 square feet of developed floor area. Upon completion of the Project, the total Floor Area Ratio (FAR) averaged across the Project Site, inclusive of the existing Crossroads of the World and Hollywood Reporter Building will be 3.81:1.

The Project incorporates features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code (as amended pursuant to Ordinance No. 181,480 and Ordinance No. 182,849). These include, but are not limited to, energy-efficient buildings, pedestrian- and bicycle-friendly site design, and water conservation and waste reduction features that will assist the Project in becoming certified under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-CS<sup>®</sup> or LEED-NC<sup>®</sup> Rating System and the Gold Rating under LEED 2009 (v3) or the Silver Rating under LEED v4 rating system. The Project also utilizes sustainable planning and building strategies and incorporates the use of environmentally friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible.

In addition, the Project Site is located within 1,000 feet from the Metro Red Line Hollywood/Highland Station, which encourages and supports the use of public transportation and reduces vehicle miles traveled by Project residents, employees and visitors.

Project construction will occur in phases over approximately 48 months and is anticipated to be completed in 2022. Construction will commence with demolition of the existing buildings (excluding Crossroads of the World, the former Hollywood Reporter Building and the Bullinger Building) and surface parking lots, followed by grading and excavation for the subterranean parking garages. Building foundations will then be placed, followed by building construction, paving/concrete installation, and landscape installation.

## **B. Project Refinements**

The basic purposes of CEQA include informing decision-makers and the public about the potential impacts of a project and identifying ways that such impacts can be avoided and reduced (CEQA Guidelines Section 152002). In response to community input, refined site plans are proposed and are included in Appendix A. These site plans provide for the following refinements to the Modified Project:

- **Retention of the Original Location of the Early American Building within Development Parcel C**—Relocation of the Early American Building, which is part of the historic Crossroads of the World complex, had been proposed as part of the Original and Modified Project. As shown in the Refined Site Plan, the Early American Building is proposed to be retained in its existing location. In addition, Building C1 would be modified and would be located between the northern portion of the existing Bullinger Building, the southern portion of the Crossroads of the World the Early American Building, and the western portion of the Crossroads French Building. Under the Original Project and Modified Project Building C1 was located within the existing footprint of the Early American Building and Bullinger Building. As such, the potential impacts of development of Building C1 within this portion of the Project Site have been analyzed. Note that the modified C1 building would be thinner than set forth for the Original Project since Las Palmas would not be realigned. In addition, the modified C1 building would be smaller than set forth for the Modified Project due to the retention of the Bullinger and location of the Early American Building.
- **Incorporation of the Bullinger Building within Development Parcel C**—As shown in the Refined Site Plan, the Bullinger Building located at 6683–6689 W. Sunset Boulevard and identified in the Draft and Final EIR as a historic resource for the purposes of CEQA, is proposed to be retained and incorporated into Development Parcel C of the Project. This building was previously proposed to be removed as part of the Modified Project and the Original Project. In addition, as discussed above, as part of the Refined Project, Building C1 would be located

between the northern portion of the existing Bullinger Building the southern portion of the Crossroads of the World Early American Building, and the western portion of the Crossroads French Building. As discussed above, the Original Project and Modified Project had proposed a C1 building within the existing footprint of the Early American Building and Bullinger Building. As such, the potential impacts of development of the modified C1 building located within this portion of the Project Site have been analyzed within the EIR.

- **Reorientation of Hotel (Building A-1) within Development Parcel A**—To address community input regarding the orientation of the hotel and to better integrate the hotel amenities with other components of the Modified Project, as shown in the site plans provided in Appendix A, the hotel referred to as Building A-1 would be oriented from an east/west direction originally proposed to a north/south direction. The overall number of rooms, square footage and height of the hotel building would remain the same as that set forth in the Final EIR for the Modified Project. Vehicular access to the building would also remain the same as that set forth in the EIR.
- **Floor Area/Mix of Commercial Uses**—As shown in Table 1 on page 5, refinements to the Modified Project subsequent to preparation of the Final EIR include modification to the mix of commercial uses within the Project Site. As with the Modified Project evaluated in the Final EIR, a maximum of 190,000 square feet of commercial uses would be developed with the Refined Project, including retail, restaurant, entertainment and movie theater uses. As with the Original Project evaluated in the Draft EIR, these commercial uses would also include a market. As shown in Table 1, the Refined Project’s 190,000 square feet of commercial uses proposed may include up to 70,000 square feet of restaurant uses, a 20,000 square-foot market, 30,000 square feet of entertainment venue uses, a 30,000 square-foot movie theater and 40,000 square feet of retail uses. All of the other uses and square footage totals for the Refined Project would be the same as that set forth in the Final EIR for the Modified Project, including the hotel and residential unit counts, and the overall total floor area of 1,381,000 square feet.
- **Pedestrian Paseo**—As proposed in the Original Project and the Modified Project, the paseo was originally envisioned as a straight diagonal path through the Project Site. After receiving feedback from the community, the paseo has been redesigned to take cues from the scale and movement of the pedestrian walkways within Crossroads of the World, as well as the surrounding context. The pedestrian paseo under the Refined Project is envisioned as a meandering public walkway that travels through the Project Site from the northwest corner of the site to Crossroads of the World to the proposed hotel described above. The paseo is flanked on either side by retail, and contains landscape and hardscape elements as well as retail kiosks to create pedestrian activation. In addition, the north end of the paseo is aligned with McCadden Place to connect the Project Site to Hollywood Boulevard and the pedestrian network within the neighborhood.



**Table 1  
Overview of Project Modifications—Totals by Land Use**

Land Use	Original Project	Modified Project (Final EIR)	Refined Project (August 2018)	Difference (Refined Project Minus Original Project)
Hotel	348,500 sf 308 rm	320,000 sf 308 rm	320,000 sf 308 rm	-28,500 sf —
Condominiums	219,000 sf 190 du	— —	— —	-219,000 sf -190 du
Apartment Rentals	585,000 sf 760 du	871,000 sf 950 du	871,000 sf 950 du	286,000 sf 190 du
Commercial	185,000 sf (up to 83,200 sf restaurant, and 61,800 sf retail and 40,000 sf market)	190,000 sf (up to 72,500 sf restaurant, 67,500 sf retail, 24,000 sf entertainment venue, 26,000 sf movie theater)	190,000 sf <sup>a</sup> (up to 70,000 sf restaurant, 40,000 sf retail, 20,000 sf market, 30,000 sf entertainment venue and 30,000 sf movie theatre)	5,000 sf
Office	95,000 sf	—	—	-95,000 sf
Proposed Floor Area <sup>b</sup>	1,432,500 sf	1,381,000 sf	1,381,000 sf	-51,500 sf

du = dwelling unit  
rm = rooms  
sf = square feet

<sup>a</sup> Includes the existing former The Hollywood Reporter Building (in Development Parcel B) and the Crossroads of the World complex and the Bullinger Building (in Development Parcel C), both of which would be retained.

<sup>b</sup> Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.”

Source: Architectural Plans Provided by Skidmore Owings & Merrill, August 2018.

- Vehicular Parking**—With the proposed refinements, the Refined Project would include a total of 2,258 parking spaces located within below and above-grade parking. This number of parking spaces would exceed the 2,186 parking spaces required by the LAMC, with reductions associated with the provision of bicycle parking. As with the Modified Project evaluated in the Final EIR, and Alternative 3 in the Draft EIR, the Refined Project includes a new parking structure within Development Parcel E. However, under the Refined Project, to provide for a greater floor to floor height, the parking structure would reach a maximum of height of 68 feet rather than 60 feet that was evaluated in the Final EIR and in Alternative 3. As demonstrated herein, the modification to the height would not result in any new significant impacts.

- **Bicycle Parking**—A total of 1,048 long-term and 193 short-term bicycle parking spaces would be provided, which would comply with the bicycle parking requirements of the LAMC. The Original Project included 1,052 long-term and 187 short-term bicycle parking spaces.
- **Open Space and Tree Planting and Removal**—The Refined Project would continue to provide a variety of open space and recreational amenities. As with the Original Project and the Modified Project, the new landscaped public walkways within the paseo described above would promote access through the Project Site. As a result of the changes to the paseo and retention of the location of the Early American Building and the Bullinger Building, the open space areas were modified. In total, approximately 101,075 square feet of open space, consisting of approximately 22,200 square feet of interior amenity space, 51,225 square feet of common open space, and approximately 27,650 square feet of private open space (i.e., balconies), would be provided in accordance with the open space provisions for new residential projects set forth in LAMC Section 12.21-G. Furthermore, the existing Crossroads of the World courtyards and the creation of a plaza between Buildings C1 and C2 would provide an additional 41,800 square feet of open space, as well as approximately 23,500 square feet of additional pedestrian paseo. When including the proposed pedestrian paseo and the existing courtyards that are accessible to both the Project residents and the general public, the open space provided within the Project Site would total approximately 166,375 square feet as compared with approximately 173,854 square feet under the Original Project. The Refined Project would also provide approximately 239 new trees as compared with 246 under the Original Project. These trees would include roof deck trees, trees along the paseo, and street trees along Highland Avenue, Selma Avenue, Las Palmas Avenue and Sunset Boulevard. It is anticipated that up to 98 Street trees may be removed and replaced in accordance with Urban Forestry Division requirements. Replacement street trees would be drought tolerant.

## C. Effect of Proposed Refinements

As demonstrated by the following discussion, the modifications under the Refined Project would not result in new significant impacts and do not warrant recirculation of the EIR.

CEQA Guidelines Section 15088.5 requires that an EIR that has been made available for public review, but not yet certified, be recirculated only if significant new information has been added to the EIR. Pursuant to CEQA Guidelines section 15088.5(c), the document need not be circulated if revisions are limited to specific portions of the document. The relevant portions of CEQA Guidelines section 15088.5 read as follows:

- (a) *A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:*
- (1) *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
  - (2) *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
  - (3) *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.*
  - (4) *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*
- (b) *Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

The refinements to the original project set forth in this Errata do not constitute “significant new information” as that term is defined by CEQA Guidelines, section 15088.5. Specifically, the proposed refinements to the site plan are not significant because the EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. As described below, the Refined Project would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Draft EIR or Final EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met, and recirculation is not required.

## **1. Aesthetics/Visual Quality, Views, Light/Glare, and Shading**

In accordance with SB 743, potential aesthetic impacts, including those related to aesthetics/visual quality, views, light/glare and shading, would be less than significant. As such, aesthetic impacts of the Refined Site Plan would continue to be less than significant.

## **2. Air Quality**

Construction activities, including the daily construction equipment mix, depth of excavation, grading and export under the Refined Project would be similar to those set forth for the Original Project. However, the overall duration of construction would be slightly reduced in comparison to the Original Project due to the the elimination of the realignment of Las Palmas Avenue and associated in-street improvements, as well as the retention of the Hollywood Reporter Building and Bullinger Building and the retention of the existing location of the Early American Building. Notwithstanding, the intensity of air emissions and fugitive dust from demolition, site preparation, grading, use of heavy-duty construction equipment, and other construction activities would be similar to the Original Project and Modified Project on days with maximum construction activities. Because maximum daily conditions are used for measuring significance, regional emissions under the Refined Project on these days would be similar to the Original Project and Modified Project and would be significant. The Refined Project would implement the mitigation measures identified in the Final EIR. As with the Original Project and Modified Project, the Refined Project would have significant and unavoidable regional impacts from NO<sub>x</sub> emissions during maximum construction activities, but no new impacts would occur.

As with the Original Project and Modified Project, impacts associated with localized construction emissions under the Refined Project would be less than significant. In addition, construction activities would be located at overall similar distances from sensitive receptors as the Original Project and the Modified Project. On an overall comparative basis, while impact levels would be the same under maximum activity days, the total amount of pollutants emitted over the duration of construction would be less under the Refined Project due to the the elimination of the realignment of Las Palmas Avenue and associated in-street improvements, as well as the retention of the Hollywood Reporter Building and Bullinger Building and the retention of the existing location of the Early American Building. As such, localized air quality impacts over the duration of construction would be less than the Original Project.

Construction of the Refined Project would also generate diesel particulate emissions associated with heavy equipment and trucks. These activities represent the greatest potential for TAC emissions. As discussed in Section IV.B, Air Quality, of the Draft EIR, the Original Project would result in less-than-significant impacts with regard to construction

TAC emissions. Therefore, similar to the Original Project, impacts due to Project construction TAC emissions and the corresponding individual cancer risk under the Refined Project would be less than significant, and no new impacts would occur.

With regard to operations, the overall building square footage would be reduced when compared with the Original Project from 1,432,500 square feet to 1,381,000 square feet. In addition, the average daily trips would also be reduced under the Refined Project as detailed in subsection 12. Traffic and Access, below. Operational regional air pollutant emissions associated with the Refined Project would be generated by vehicle trips to the Project Site, which are the largest contributors to operational air pollutant emissions, and by the consumption of electricity and natural gas. As vehicular emissions depend on the number of trips, the overall pollutant emissions generated by the Refined Project would be less than the emissions generated by the Original Project because the number of vehicular trips is less. Thus, the regional emissions associated with operation of the Refined Project would be reduced when compared with the Original Project. However, as shown in Table 2 on page 10, the Refined Project would not eliminate the Original Project's significant and unavoidable impact on regional and cumulative air quality. However, since the impact was already disclosed in the Draft EIR, no new impacts would occur (refer to Appendix B for calculations).

With regard to localized air quality impacts, localized operational impacts are determined primarily by peak-hour intersection traffic volumes. The number of net new peak-hour trips generated by the Refined Project would be reduced compared to the Original Project. Because the localized CO hotspot analysis for the Original Project did not result in any significant impacts, localized impacts under the Refined Project also would be less than significant and less than the Original Project.

The Refined Project would result in a similar type of development as the Original Project and Modified Project. However, the size of development would be reduced compared to the Original Project. As identified in Section IV.B, Air Quality, of the Draft EIR, the South Coast Air Quality Management District (SCAQMD) recommends that health risk assessments (HRAs) be conducted for substantial sources of diesel particulate matter (DPM). Such sources include warehousing and cold storage operations. Based on this guidance, as with the Original Project, the Refined Project is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units.

Other sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). Since the Refined Project would not contain uses that result in substantial TAC

**Table 2**  
**Regional Operational Emissions<sup>a</sup>—Refined Project vs. Original Project**  
**(pounds per day)**

Emission Source	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Refined Project—With PDFs</b>						
Area	31	<1	30	<1	<1	<1
Energy (Natural Gas)	<1	8	6	<1	<1	<1
Emergency Generators	<1	3	1	<1	<1	<1
Mobile	50	8	366	<1	51	14
<b>Total Project Emissions</b>	<b>82</b>	<b>81</b>	<b>403</b>	<b>&lt;1</b>	<b>45</b>	<b>9</b>
<b>SCAQMD Significance Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Over/(Under)</b>	<b>27</b>	<b>26</b>	<b>(147)</b>	<b>(149)</b>	<b>(105)</b>	<b>(46)</b>
<b>Exceed Threshold?</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Original Project—With PDFs</b>						
Area	39	<1	30	<1	(6)	(6)
Energy (Natural Gas)	1	8	6	<1	1	1
Emergency Generators	0	3	1	0	0	0
Mobile	61	83	441	<1	58	16
<b>Total Proposed Uses Emissions</b>	<b>101</b>	<b>95</b>	<b>478</b>	<b>&lt;1</b>	<b>53</b>	<b>11</b>
<b>SCAQMD Significance Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Over/(Under)</b>	<b>46</b>	<b>40</b>	<b>(72)</b>	<b>(150)</b>	<b>(97)</b>	<b>(44)</b>
<b>Exceed Threshold?</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<p><sup>a</sup> Based on the CalEEMod Model; model printout sheets and/or calculation worksheets are presented in Appendix B for calculations.</p> <p>Source: CalEEMod Worksheets and Modeling Prepared by Eystone Environmental, 2018.</p>						

sources as with the Original Project and Modified Project, development of the Refined Project also would not release substantial amounts of TACs to result in the exposure of sensitive receptors to carcinogenic or TACs that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0. Thus, similar to the Original Project and the Modified Project, the Refined Project would result in a less-than-significant air quality impact related to TACs and would be less than the Original Project.

Overall, no new air quality impacts would result from implementation of the Refined Project.

### 3. Cultural Resources

#### (a) Historical Resources

As described above, the Refined Project would retain the Bullinger Building and would not modify the location of the existing Early American Building. The Bullinger Building is identified in the Draft and Final EIR as a historical resource for the purposes of CEQA. The Early American Building is a component building of the Crossroads of the World complex, which is listed in the National Register, California Register, and is a designated Los Angeles Historic-Cultural Monument. In addition, modified building C1 would be integrated with the northern portion of the existing Bullinger Building the southern portion of the Early American Building, and the western portion of the Crossroads French Building. Removal of the Bullinger Building and relocation of the Early American Building was previously proposed as part of the Original Project and the Modified Project. In addition, as discussed above, the historical resources analysis within the Draft EIR evaluated new development (Building C1) within the location of the existing Bullinger Building and Early American Building. Like the Original Project and Modified Project, the Refined Project would also retain the Crossroads of the World Complex. The Hollywood Reporter Building would also be retained, as proposed in the Modified Project.

As set forth in the technical memorandum prepared by HRG, and included as Appendix C, the Refined Project would continue to remove the following four properties that have been identified as historically significant through survey evaluation:

- One-story vernacular house known as the “Fritz Cottage” at 1547–49 McCadden Place (1907)
- The Regency Revival courtyard apartment building complex, known as the “Selma–Las Palmas Courtyard Apartments” at 6700 Selma Avenue and 1535–55 Las Palmas Avenue (1939)
- One-story, single-family house, known as the “Major Kunkle Bungalow” at 1542 McCadden Place (1910)
- Two-story Craftsman style duplex, known as the “Talbot-Wood Double Dwelling” at 1606-08 Las Palmas Avenue (1912)

Like the Original Project and the Modified Project, the removal of these four historical resources proposed by the Refined Project would result in significant impacts to historical resources. These impacts cannot be mitigated to a less-than-significant level.

As discussed in the technical memorandum provided in Appendix C, because there would be no relocation of historical resources (i.e. the Early American Building) under the

Refined Project, no potential impacts from relocation would occur. In addition, reorientation of the hotel building (Building A-1) within Development Parcel A would not result in any potential impacts to historical resources.

As discussed in the technical memorandum, the possible attachment of the Early American Building and the French Building to Building C1 would require removal of historic fabric from the rear façades of the Early American Building and the French Building. C1 would attach to the existing south façade of the Early American Building, the rear façade facing a neighboring property line. This façade (the existing south façade) was constructed as the back of the Early American Building and its features are simple and utilitarian. The rear façade does not contain the expressive design features prominent on the front (north) and side façades (east and west) that give the Early American Building its distinctive appearance and are defining characteristics of the Crossroads of the World property. Removal of historic fabric from the rear façade of the Early American Building would not result in a substantial loss of integrity to Crossroads of the World because the majority of the original fabric and character-defining features of the Early American Building, and all of the existing original fabric and character-defining features of the eight additional component buildings will remain intact. In addition, mitigation would continue to be implemented to ensure that Building C1 is designed in a manner that is compatible with the historic materials and features of Crossroads of the World, and that the potential connection of Building C1 to the Early American Building would not destroy historic materials and features that characterize the Crossroads of the World property. As such, construction of Building C1 would not result in a significant impact to historic resources.

Similarly, Building C1 would attach to the existing west façade of the French Building, the rear façade currently facing the back ends of the existing buildings at 1510 and 1512 Las Palmas. Similar to the Early American Building, the west façade of the French Building does not contain the expressive design features prominent on the east and north façades that give the French Building its distinctive appearance and are defining characteristics of the Crossroads of the World property. Removal of historic fabric from the rear façade of the French Building would not result in a substantial loss of integrity to Crossroads of the World because the majority of the original fabric and character-defining features of the French Building, and all of the existing original fabric and character-defining features of the eight additional component buildings will remain intact. With mitigation to ensure that Building C1 is designed in a manner that is compatible with the historic materials and features of Crossroads of the World, and that the potential connecting of modified Building C1 to the French Building would not destroy historic materials and features that characterize the Crossroads of the World property, construction of modified Building C1 would not result in a significant impact to historic resources.

With regard to the Bullinger Building, its rehabilitation and adaptive re-use has the potential to remove important historic fabric and reduce the integrity of the building. As



such mitigation is included below to ensure that character-defining features of the building are protected so that the significance and integrity of the building is maintained. In addition, similar to the integration of Building C1 with the Crossroads Early American and French buildings, the construction of Building C1 would alter the Bullinger Building because all three buildings would be attached. Attachment of the Bullinger Building to Building C1 would require removal of historic fabric from the rear façade of the Bullinger Building. This façade (the north façade) was constructed as the back of the Bullinger Building facing a neighboring property line and its features are simple and utilitarian. The rear façade does not contain the expressive design features prominent on the front and side façades that give the Bullinger Building its distinctive appearance as a commercial building from the 1920s. Removal of historic fabric from the rear façade of the Bullinger Building would not result in a substantial loss of integrity because the majority of the original fabric and character-defining features located on its primary façade will remain intact. With continued implementation of the mitigation below to ensure that connecting Building C1 to the Bullinger Building would not destroy historic materials and features that characterize the property, Building C1 would not result in a significant impact to historical resources.

In addition, as with the Original Project and the Modified Project, the Refined Project would construct new buildings that would require substantial foundation work and the construction of subterranean parking that would have the potential to impact adjacent historic properties without mitigation. However, continued implementation of the mitigation measures set forth below, which include a shoring plan to ensure the protection of adjacent historic resources, including, but not limited to, Crossroads of the World, the Bullinger Building, the First Baptist Church, and the 1932 Art Deco office building at 1618 Las Palmas Avenue, would reduce these potential impacts to less than significant levels.

As discussed above, the Refined Project will include construction of a 68 foot parking structure on Parcel E. The Modified Project previously included the construction of a 60 foot Parking Structure in the same location. The additional 8 feet of height does not change the analysis of the Modified Project in the Final EIR and impacts related to the construction of the Parking Structure on Parcel E remain less than significant.

The mitigation measures below are proposed to be implemented as part of the Refined Project. New mitigation measures to address the Bullinger Building are included in underline and modifications to mitigation measures in the Final EIR are included as underline and ~~strikeout~~.

- CUL-MM-1:** The existing condition of the Crossroads of the World property shall be documented in accordance with Historic American Building Survey (HABS) guidelines and standards. Documentation shall include historic narrative, existing drawings and plans, and photographs of the property.

- CUL-MM-2:** ~~Planning and implementation of the relocation of the Crossroads of the World “Early American Building” shall include consultation with a preservation architect or other qualified professional to ensure minimal loss of original materials and character-defining features during and after relocation.~~
- CUL-MM-3:** The connection of the proposed Building ~~C2-C1~~ to the Crossroads of the World “Early American Building,” the Crossroads of the World “French Building,” and the Bullinger Building shall be designed and completed in accordance with the Secretary of the Interior’s Standards and Guidelines for Rehabilitation. The final design will require the approval of the Planning Department Office of Historic Resources.
- CUL-MM-4:** ~~The Crossroads of the World “Early American Building” and all other rehabilitation of the Crossroads of the World property shall be rehabilitated in accordance with the Secretary of the Interior’s Standards and Guidelines for Rehabilitation. The final design will require the approval of the Planning Department Office of Historic Resources.~~
- CUL-MM-5:** The Project shall include an interpretive program located on the Crossroads of the World property which ~~addresses the original location and relocation of the Early American Building and~~ informs the public about the history ~~and original configuration~~ of the Crossroads of the World property.
- CUL-MM-6:** The Project design team shall consult with a preservation architect or other qualified professional to ensure that Building C1, Building C2, Building C3, Building D1, and Building E1 are designed and constructed in accordance with the Secretary of the Interior’s Standards for Rehabilitation to ensure that the proposed new construction would protect the historic integrity of the Crossroads of the World property and adjacent historic resources, including the Bullinger Building, the First Baptist Church and the 1932 Art Deco office building at 1618 Las Palmas Avenue. The final design will require the approval of the Planning Department Office of Historic Resources.
- CUL-MM-7:** The Project shall include a shoring plan to ensure the protection of adjacent historic resources, including, but not limited to, Crossroads of the World, the Bullinger Building, the First Baptist Church, and the 1932 Art Deco office building at 1618 Las Palmas Avenue, from damage during construction ~~from damage~~ due to underground excavation, vibration, and general construction procedures and to reduce the possibility of damage from vibration and settlement due to the removal of adjacent soil.
- CUL-MM-8:** A Historic Structure Report (HSR) shall be developed for the Crossroads of the World property to document its historic significance, identify character-defining features, and establish treatments for its

continued preservation. The HSR shall be developed in accordance with *Preservation Brief 43, The Preparation and Use of Historic Structure Reports* available from the National Park Service.

- CUL-MM-9:** The existing condition of the former Hollywood Reporter Building and the Bullinger Building shall be documented in accordance with Historic American Building Survey (HABS) guidelines and standards. Documentation shall include historic narrative, existing drawings and plans, and photographs of the property.
- CUL-MM-10:** Planning and implementation of the rehabilitation and adaptive reuse of the former Hollywood Reporter Building and the Bullinger Building shall include consultation with a preservation architect or other qualified professional who meets the Secretary of the Interior's Professional Qualifications Standards for Historic Architecture to ensure minimal loss of original materials and character-defining features.
- CUL-MM-11:** Rehabilitation of the former Hollywood Reporter Building and the Bullinger Building shall be designed and completed in accordance with the Secretary of the Interior's Standards and Guidelines for Rehabilitation. The final rehabilitation shall require the approval of the Planning Department Office of Historic Resources.
- CUL-MM-12:** Rehabilitation of the former Hollywood Reporter Building and the Bullinger Building shall include an interpretive program written by a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Historic Architecture, which informs the public about the history and original uses of the building.
- CUL-MM-13:** A Historic Structure Report (HSR) shall be written for the former Hollywood Reporter Building and Bullinger Building to document their~~its~~ historic significance, identify character-defining features, and establish treatments for ~~its~~continued preservation of the Buildings. The HSR~~s~~ shall be developed in accordance with Preservation Brief 43, *The Preparation and Use of Historic Structure Reports* available from the National Park Service.
- CUL-MM-14:** Prior to their demolition, the 1910 Craftsman house at 1542 McCadden Place, the 1907 vernacular house at 1547 McCadden Place, the 1912 Craftsman style duplex at 1606–08 Las Palmas Avenue, and the complex of three courtyard apartments at 6700–6718 Selma Avenue and 1535–1555 Las Palmas Avenue, ~~and the two-story commercial building at 6683 Sunset Boulevard~~ shall be documented in accordance with Historic American Building Survey (HABS) guidelines and standards.
- CUL-MM-15:** Prior to the issuance of any demolition permits for historical resources located on the Project Site, the Applicant shall offer the historical buildings for potential relocation and rehabilitation, at a cost of \$1 (one

dollar) each to any qualified party capable of relocating and rehabilitating the building(s) in conformance with the Secretary of the Interior's Standards for Rehabilitation. The Applicant shall advertise the buildings' availability for relocation and rehabilitation for a period of not less than thirty (30) days in the print and electronic editions of the Los Angeles Times, on at least two historic preservation web sites, such as "Historic Properties for Sale" (National Trust for Historic Preservation, [historicrealestate.preservationnation.org](http://historicrealestate.preservationnation.org)) or [HistoricForSale \(historicforsale.com\)](http://HistoricForSale.com), and on the properties themselves. If a relocating party is identified the following conditions shall be placed in the purchase and sale agreement for the particular building or structure: (1) The relocating party shall relocate and rehabilitate the building(s) in conformance with the Secretary of the Interior's Standards; (2) The relocating party shall prepare, in conjunction with a qualified Historic Architect who meets the Secretary of the Interior's Professional Qualifications Standards for Historic Architecture, a "Relocation and Rehabilitation Plan" that shall be reviewed and approved by the City of Los Angeles Office of Historic Resources prior to relocation; (3) The relocating party shall make every effort to relocate the historic building(s) to a new site or sites with similar orientation and setting to the original site(s); and (4) The Applicant and relocating party shall ensure that a plaque describing the building's historical significance, original location, and the date of the move shall be placed in a visible location on each relocated building. The purchase and sale agreement shall include a provision authorizing the City to monitor and enforce each of the above four (4) conditions against the Applicant and relocating party. All relocation and rehabilitation expenses, including land acquisition, shall be the responsibility of the relocating party.

Relocation efforts shall be documented in a written summary accompanied by copies of advertisements and notices, evidence of publication of such notices, and an explanation of the results of the relocation efforts. The Applicant shall submit this documentation to the City of Los Angeles Office of Historic Resources prior to the issuance of any demolition permits.

**CUL-MM-16:** If, after 15 (fifteen) days from the end of the 30-day relocation notification period, no qualified party has expressed interest in relocating and rehabilitating any of the historical resources on the Project Site that are slated for demolition, prior to the issuance of any demolition permit, the Applicant shall offer selected materials and features for salvage, including windows, doors, hardware, siding, bricks, plumbing fixtures, and lighting fixtures. The Applicant shall advertise the salvage availability for a period of not less than thirty (30) days in the print and electronic editions of the Los Angeles Times, on at least two historic preservation web sites, such as "Historic Properties for Sale" (National Trust for Historic Preservation, [historicrealestate.preservationnation.org](http://historicrealestate.preservationnation.org)) or [HistoricForSale](http://HistoricForSale.com)

(historicforsale.com), and on the properties themselves. Salvage efforts shall be undertaken by the Applicant on behalf of interested parties. At the end of the 30-day salvage notification period, unclaimed materials and features shall be offered as a donation to a local non-profit organization, such as Habitat for Humanity, for re-use or sale.

Salvage efforts shall be documented in a written summary accompanied by copies of advertisements and notices, evidence of publication of such notices, and an explanation of the results of the salvage efforts. The Applicant shall submit this documentation to the City of Los Angeles Office of Historic Resources prior to the issuance of any demolition permits.

Note that Mitigation Measure CUL-MM-2 has been removed, as the Early American Building would not be relocated as part of the Refined Project.

Overall impacts to historical resources would be reduced under the Refined Project, but like the Original Project and Modified Project, would continue to be significant and unavoidable. No new impacts would occur.

#### (b) Archeological, Paleontological and Tribal Cultural Resources

With regard to archaeological, paleontological and tribal cultural resources, the Refined Project would not result in increases in depth of excavation or overall grading quantities when compared with the Original Project or the Modified Project. Rather, overall grading may be reduced in comparison to the Original Project due to the retention of the Hollywood Reporter Building and Bullinger Building and the retention of the existing location of the Early American Building. In addition, in the event archaeological resources are encountered, the Refined Project would be subject to the same regulatory requirements as the Original Project to ensure that the resources are properly recovered and evaluated. Similarly, in the event paleontological resources are encountered, the Refined Project would be subject to the same mitigation measure identified in the Final EIR to ensure that the resources are properly recovered and evaluated. As such, the Refined Project would not result in new impacts associated with archaeological, paleontological, or tribal resources and impacts would continue to be less than significant after implementation mitigation measures.

## 4. Geology and Soils

Potential impacts related to site-specific geologic hazards, including seismic hazards, ground failure, soil stability, or expansive soils, would be similar to those of the Original Project and Modified Project because such impacts are a function of the Project Site's underlying geologic conditions and based on its adjacent location. Like the Original

Project and Modified Project, the Refined Project would not involve mining operations, deep excavation into the earth, or boring of large areas creating unstable seismic conditions that would exacerbate seismically-induced ground shaking. Thus, like the Original Project and the Modified Project, the Refined Project would not expose people or structures to substantial adverse effects including the risk of loss, injury, or death involving fault rupture, strong seismic shaking, landslides, or seismic-related ground failure, including liquefaction caused by the Project's exacerbation of existing environmental conditions. Similarly, the Refined Project would not result in significant impacts by locating future residents or users on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions. Specifically, the Revised Project does not propose any development over any geologic units or soils that have not already been analyzed in the Draft EIR. In addition, for informational purposes, like the Original Project and Modified Project, the Refined Project buildings would be designed and constructed to conform to the current seismic design provisions of the California Building Code and the Los Angeles Building Code. Overall, similar to the Original Project and Modified Project, impacts related to geology and soils under the Refined Project would be less than significant, and no new impacts would occur.

## **5. GHG Emissions**

GHG emissions from a development project are determined in large part by the number of daily trips generated and energy consumption from proposed land uses. As discussed above, the Refined Project would result in an overall reduction in square footage when compared with the Original Project as well as a decrease in daily trips. Accordingly, the trip generation, energy and water consumption, and associated GHG emissions would decrease compared to the Original Project and, by extension, the Modified Project since the Modified Project proposed less development than the Original Project as shown in Table 1 on page 5. Specifically, as shown in Table 3 on page 19 the Refined Project would result in lower GHG emissions compared to the Original Project (13,552 MMTCO<sub>2e</sub> vs. 18,365 MMTCO<sub>2e</sub>). The Refined Project would be designed to comply with the goals of AB 32, SCAG's 2016–2040 RTP/SCS, and the City of Los Angeles LA Green Plan and implement sustainability features that are comparable to the ones proposed for the Original Project and Modified Project. The Refined Project would incorporate the same Project Design Features as those of the Original Project and Modified Project to reduce GHG emissions. Therefore, the Refined Project would be consistent with the GHG reduction goals and objectives set forth in state, regional, and local regulatory plans. Impacts related to GHG emissions under the Refined Project would be less than significant.

**Table 3**  
**Annual GHG Emissions—Refined Project vs. Original Project**  
**(metric tons of carbon dioxide equivalent)<sup>a</sup>**

Scope	Refined Project	Original Project
Area	(12)	62
Energy	4,781	5,496
Mobile	8,057	11,677
Solid Waste	256	345
Water/Wastewater	133	449
Emergency Generator	22	22
Construction	315	315
<b>Total Emissions</b>	<b>13,552</b>	<b>18,365</b>
<p><sup>a</sup> CO<sub>2</sub>e was calculated using CalEEMod; the results are provided in Appendix B.                      Source: CalEEMod Worksheets and Modeling Prepared by Eyestone Environmental, 2018.</p>		

## 6. Hazards and Hazardous Materials

The Refined Project would not change the types of uses proposed or area to be developed when compared with the Original Project or Modified Project. In addition, the Refined Project would implement the same project design features and regulatory requirements as set forth for the Original Project and Modified Project. Thus, like the Original Project and Modified Project, impacts associated with hazards and hazardous materials would be less than significant and no new impacts with regard to hazards and use of hazardous materials would occur.

## 7. Hydrology, Surface Water Quality, and Groundwater

Similar to the Original Project and Modified Project, construction of the Refined Project would be required to comply with all applicable City grading permit regulations, including, but not limited to, the Los Angeles Green Building Code, LAMC, and LID requirements, that require necessary measures, plans, and inspections to reduce flooding, sedimentation, and erosion. In addition, NPDES requirements would be implemented that would include a Storm Water Pollution Prevention Plan that would specify BMPs to be used during construction to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the site during construction. As such, similar to the Original Project and Modified Project, construction-related impacts to surface water hydrology, surface water quality and ground under the Refined Project would be less than significant, and no new impacts would occur.

With regard to operation, upon buildout of the Refined Project, the amount of impervious area would remain at approximately 90 percent, with virtually no increase or decrease in the imperviousness of the Project Site that could substantially increase runoff volumes into the existing storm drain system. Similar to the Original Project and Modified Project, the Refined Project would implement LID requirements for the Project Site that would outline the stormwater treatment post-construction BMPs required to control runoff and pollutants associated with storm events per the City's Stormwater Program. Thus, like the Original Project and Modified Project, potential operational impacts associated with hydrology and surface water quality would be less than significant under the Refined Project.

As with the Original Project and the Modified Project, groundwater may be encountered during deeper excavation activities associated with the Refined Project. As with the Original Project and Modified Project, if groundwater is encountered during construction, a permanent dewatering system would be designed and implemented. Alternately, the foundations could be designed in a manner as to support the proposed structures in saturated soils conditions. Either system would result in only minor impacts to the top of the groundwater table and would not affect any supply wells. Adherence to applicable NPDES Permit and industrial user sewer discharge permit requirements would ensure operation of the dewatering system or implementation of the foundation design would have a minimal effect on local groundwater recharge in the vicinity of the Project Site. Thus, as with the Original Project and Modified Project, potential groundwater impacts associated with operation of the Refined Project would be less than significant and no new impacts would occur.

## **8. Land Use Conflicts**

As with the Original Project, and as discussed in Section IV.H, Land Use, of the Draft EIR, the Refined Project would also be substantially consistent with the overall intent of the applicable goals, policies, and objectives in local and regional plans adopted for the purpose of mitigating environmental effects, including SCAG's regional plans, the General Plan Framework, and the Hollywood Community Plan. Therefore, similar to the Original Project and Modified Project, impacts related to conflicts with land use plans would be less than significant, and no new impacts would occur.

## **9. Noise**

Construction activities, including the daily maximum construction equipment mix, depth of excavation, grading and export under the Refined Site Plan would be similar to those set forth for the Original Project and Modified Project. In addition, with the exception of retaining the Bullinger Building and retaining the location of the Early American Building, the footprint of construction activities would be the same as that set forth for the Modified



Project in the Final EIR. Thus, like the Original Project and the Modified Project, after implementation of mitigation measures identified in the Final EIR, the Refined Project would result in significant construction noise impacts at the representative sensitive receptors identified in Section IV.I. Noise of the Draft EIR. No new impacts would occur as a result of the Refined Project.

In addition, due to the similar types of construction activities, as well as the same general amount of construction traffic that would occur during peak construction days and use of the same access routes as the Original Project, off-site construction noise and vibration levels under the Refined Project would also be similar to the Original Project and Modified Project during maximum activity days. These noise and vibration levels would continue to be significant and unavoidable.

With regard to vibration associated with potential building damage, Mitigation Measure NOI-MM-2 in the Final EIR would also be implemented under the Refined Project to ensure that the potential vibration impacts associated with building damage would be less than significant. Note that this mitigation measure has been revised to include the Bullinger Building and Hollywood Reporter Building as follows:

**NOI-MM--2:** Prior to start of construction, the Applicant shall retain the services of a structural engineer or a qualified professional to visit the on-site historic buildings (Crossroads of the World, Hollywood Reporter Building, Bullinger Building) and at adjacent off-site buildings to the south (single- and two-story commercial buildings on Highland Avenue and McCadden Place), north (First Baptist Church), and east (Blessed Sacrament Church) of the Project Site to inspect and document the apparent physical condition of the buildings' readily-visible features.

The Project Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring system capable of documenting the construction-related ground vibration levels at the on-site and off-site historic buildings and the off-site commercial buildings during the Project site demolition and excavation, where heavy construction (e.g., large bulldozer and drill rig) would be operating within 20 feet of the affected buildings:

- a) The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inch/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.10 inch/second (PPV) for the on-site and off-site historic buildings and 0.15 inch/second (PPV) for the off-site buildings and a regulatory level of 0.12 inch/second (PPV) for the on-site and off-site historic buildings and 0.20 inch/second (PPV) for the off-site

- buildings. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.
- b) In the event the warning level (0.10 inch/second (PPV) for the on-site and off-site historic buildings and 0.15 inch/second (PPV) for the off-site buildings) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including, but not limited to, halting/staggering concurrent activities and utilizing lower vibratory techniques.
  - c) In the event the regulatory level (0.12 inch/second (PPV) for the on-site and off-site historic buildings and 0.20 inch/second (PPV) for the off-site buildings) is triggered, the contractor shall halt the construction activities in the vicinity of the building and have the structural engineer or a qualified professional visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.
  - d) In the event damage occurs to the historic buildings (finish materials) due to construction vibration, such materials shall be repaired and, if warranted, in a manner that meets the Secretary of the Interior's Standards.

This revised mitigation measure would ensure that construction activities would not result in significant impacts associated with building damage to the on-site historical resources to remain or to adjacent historical resources. Like the Original Project and Modified Project, construction vibration impacts associated with human annoyance would continue to occur at the adjacent uses. However, no new significant vibration impacts would occur as a result of the Refined Project.

With regard to operational noise, the mix and location of uses under the Refined Project within the remainder of the Project Site would be similar to that set forth for the Original Project and Modified Project. As set forth above, the parking structure within Development Parcel E proposed as part of the Modified Project would continue to be implemented as part of the Refined Project. However, the height would be increased from 60 feet to 68 feet. As demonstrated in the technical memorandum prepared by AES and provided in Appendix D, the parking structure would replace an existing surface parking area. Furthermore, the additional eight feet of height of the parking structure would provide additional noise reduction to the sensitive receptors. As such, the parking structure as proposed under the Refined Project would not result in new significant noise impacts.

Reorientation of the hotel building results in modifications to the location and occupancy of the outdoor occupied areas of the hotel. As such, NOISE-PDF-4 has been revised as follows:

**NOI-PDF-4:** Outdoor amplified sound systems (e.g., speaker and stereo systems, amplification systems, or other sound-producing devices) will be designed so as not to exceed the maximum noise level of 90 dBA ( $L_{eq-1hr}$ ) at a distance of 25 feet from the amplified sound systems at the Building A1 main pool deck, 95 dBA ( $L_{eq-1hr}$ ) at the Building A1 roof deck lounge and pool, and roof deck, and 80 dBA ( $L_{eq-1hr}$ ) at a distance of 15 feet for the amplified sound systems at the Parcel B (Paseo West and outdoor courtyard between Buildings B3 and B5) and Parcel C (Paseo East and Crossroads outdoor courtyards). In addition, an 8-foot and 6-foot high glass wall will be provided at the Building A1 Main Pool Deck and Roof Deck, respectively. A noise consultant will provide written documentation that the design of the system complies with these noise levels.

As shown in Table 4 on page 24, with implementation of NOI-PDF-4, the estimated noise levels from outdoor uses under the Refined Project (with the reoriented hotel) would be similar to the Original Project and Modified Project. As indicated in Table 4, like the Original Project and Modified Project, the estimated noise level at receptor location R4 would exceed the 5 dBA significance threshold. However, with implementation of Mitigation Measure NOI-MM-3 (as specified in the Draft EIR and Final EIR), the noise level at receptor location R4 would be reduced to a less-than-significant level. Therefore, given the existing ambient noise levels in the Project vicinity, the existing ambient noise levels at the off-site sensitive receptors would not increase by 5 dBA or more as a result of occupation of the outdoor areas within the reoriented hotel under the Refined Project. In addition, vehicles trips generated by the Refined Project would be less than that for the Original Project. As such, the Refined Project would not result in any new operational noise or vibration impacts. Overall operational noise and vibration impacts associated with the Refined Project would be similar to those identified for the Original Project and Modified Project and would be less than significant with implementation of the proposed project design features and mitigation measures. The Refined Project would not result in new significant operational noise impacts.

**Table 4  
Estimated Noise Levels from Outdoor Uses—Refined Project**

Receptor Location <sup>a</sup>	Noise-Sensitive Land Use	Existing Ambient Noise Levels dBA (L <sub>eq</sub> )	Estimated Noise Levels from Outdoor Uses dBA (L <sub>eq</sub> )		Ambient + Project Noise Levels dBA (L <sub>eq</sub> )		Significance Threshold <sup>b</sup>	Exceedance Over Significance Threshold	Signif. Impact?
			Original Project	Refined Project	Original Project	Refined Project			
R3	First Baptist Church	59.1	60.3	60.2	62.7	62.7	64.1	—	No
R4	Blessed Sacrament Church	49.8	58.5	58.4	59.1	59.0	54.8	4.3	Yes <sup>c</sup>
R5	Residential	55.7	47.1	45.2	56.3	56.1	60.7	—	No
R7	Residential	58.8	52.6	52.6	59.7	59.7	63.8	—	No
R8	Residential	57.3	52.5	50.2	58.5	58.1	62.3	—	No
R9	Hollywood Guest Inn (Motel)	66.5	57.4	54.5	67.0	66.8	71.5	—	No
R10	Residential	56.9	57.2	51.4	60.1	58.0	61.9	—	No
R11	Hollywood High School	68.5	58.5	53.3	68.9	68.6	71.5	—	No
R12	Theatre	49.2	51.2	51.7	53.3	53.7	54.2	—	No
R13	Future Residential	61.0	59.9	58.9	63.5	63.1	66.0	—	No
R14	Future Residential	58.3	61.2	58.0	63.0	61.2	63.3	—	No
R15	Future Residential	60.1	51.8	58.0	60.7	62.2	65.1	—	No
R16	Larchmont Charter School West Facility	56.7	54.4	54.8	58.7	58.9	59.7	—	No

<sup>a</sup> Receptor locations R1, R2, and R6 are on the Project Site; therefore, they are not included in the on-site operational noise analysis.

<sup>b</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.1-7 on page IV.1-3 of the Draft EIR) plus 5 dBA, per the City of Los Angeles Noise Regulations. Significance thresholds at LAUSD Schools (receptor locations R11 and R16) are equal to the ambient noise levels plus 3 dBA, pursuant to LAUSD Standards. If the estimated noise levels exceed those significance thresholds, a noise impact is identified.

<sup>c</sup> Estimated noise level prior to mitigation measure. With implementation of Mitigation Measure NOI-MM-3, the estimated noise level increase at receptor location R4 would be reduced to 4.6 dBA, which would be less than the 5 dBA significance threshold.

Source: Refer to Worksheets in Appendix D prepared by AES, August 2018.

## 10. Population and Housing

As shown in Table 5 on page 26, the Refined Project would result in a net increase of 502 employees and 2,118 residents. This would result in a similar number of employees and residents as the Modified Project, and a reduction in employment and a similar number of residents as compared with the Original Project. As with the Original Project, the 502 net new employees generated under the Refined Project would account for only a small portion (approximately 1.09 percent) of the employment forecasted for 2022 and the employment growth forecasted between 2015 and 2022 in the City of Los Angeles, as well as the SCAG Region (approximately 0.12 percent). Similar to the Original Project and Modified Project, the addition of new businesses under the Refined Project would not induce substantial new population growth in the area. In addition, as with the Original Project, the 868 net new housing units associated with the Refined Project would account for only a small portion of the households forecasted for 2022 and the household growth forecasted between 2015 and 2022 in the City of Los Angeles (approximately 1.04 percent) and the SCAG Region (approximately 0.23 percent). In addition, development of 950 residential units would generate a population of approximately 2,318 on the Project Site based on a household size factor of 2.44 persons per household for multi-family housing units. When accounting for the removal of existing uses, the population would increase by approximately 2,118 net new residents, which would be the same as that created by the Original Project and the Modified Project. As with the Original Project, the 2,118 persons associated with the Refined Project would account for only a very small portion of the population forecasted for 2022 (approximately 0.05 percent) and the population growth forecasted between 2015 and 2022 in the City of Los Angeles (approximately 1.55 percent) and the SCAG Region (approximately 0.20 percent). As such, the Refined Project would not induce substantial population growth in an area by proposing new homes. Like the Original Project and Modified Project, impacts would be less than significant. No new impacts would occur as a result of the Refined Project.

**Table 5  
Population of the Refined Project vs. Original Project**

	<b>Refined Project<sup>a,d</sup></b>	<b>Original Project<sup>a</sup></b>	<b>Difference</b>
<b>Employment During Project Operation</b>			
Proposed Employment	955 emp	1,453 emp	(498)
Existing Employment <sup>e</sup>	453 emp	453 emp	—
<b>Total Net Employment<sup>b</sup></b>	<b>502 emp</b>	<b>1,000 emp</b>	<b>(498 emp)</b>
<b>Housing</b>			
Proposed Housing	950 du	950 du	—
Existing Housing	82 du	82 du	—
<b>Total Net Housing</b>	<b>868 du</b>	<b>868 du</b>	<b>(0 du)</b>
<b>Population</b>			
Proposed Population	2,318 residents	2,318 residents	—
Existing Population <sup>e</sup>	200 residents	200 residents	—
<b>Total Net Population<sup>c</sup></b>	<b>2,118 residents</b>	<b>2,118 residents</b>	<b>(0 residents)</b>

*du = dwelling units*

*emp = employees*

*Numbers may not total due to rounding.*

<sup>a</sup> *Both proposed and existing employment numbers include the existing Crossroads of the World complex (under both the Original Project and the Refined Project), which would be retained; therefore, total net employment, housing, and population represent new employees, housing, and population, respectively, at the Project Site.*

<sup>b</sup> *Based on employee generation factors provided in the LAUSD Developer Fee Justification Study.*

<sup>c</sup> *Based on a household size factor of 2.44 persons per household for multi-family housing units.*

<sup>d</sup> *Refer to Appendix FEIR-6 of the Final EIR for detailed calculations of housing, and population for the Modified Project. Refer to Appendix E for calculations regarding employment.*

<sup>e</sup> *Development Parcel E includes a surface parking lot; therefore, no existing employees or residents were presented for this portion of the Project Site.*

*Source: Calculations by Eyestone Environmental, 2018.*

## **11. Public Services—Police Protection, Fire Protection, Schools, Libraries and Parks**

With regard to police protection, the Refined Project would generate a similar number of employees and residents as the Modified Project, and a reduction in the number of employees and similar number of residents as the Original Project. As such, the Refined Project would result in a similar number of crimes per year as the Modified Project and a reduction in the number of crimes per year when compared with the Original Project. As with the Original Project and the Modified Project, the Refined Project would implement Project Design Features PS-PDF-2 through PS-PDF-4 related to a 24/7-security program and Project design that increases open views and reduces areas of concealment. These

Project Design Features would help offset the increase in demand for police services under the Refined Project. The LAPD has not indicated plans for the construction or expansion of police protection facilities to the Project Area. As such, like the Original Project and the Modified Project, the Refined Project would not necessitate the provision of new or physically altered facilities in order to maintain the LAPD's capability to serve Project Site, the construction of which would result in adverse physical impacts. Therefore, similar to the Original Project and Modified Project, impacts would be less than significant, and no new impacts would occur.

With regard to fire protection facilities, as with the Original Project and Modified Project, all uses under the Refined Project would fall within the LAFD's maximum prescribed response distances of 1 mile from a fire station with an engine company (Fire Station No. 27) and 1.5 miles from a fire station with a truck company (also Fire Station No. 27). With construction of the proposed fire water system improvements and the installation of additional fire hydrant(s) within the public right-of-way as needed to meet the hydrant spacing requirements set forth in Section 57.507.3.2 of the LAMC, the Refined Project would also meet the fire flow requirement for the Project Site. Regarding the provision of fire protection facilities, LAFD does not have a capital improvement program or facilities master plan, or indicated otherwise that it has plans to construct a new fire station or expand an existing station as a result of the Project. Therefore, similar to the Original Project and Modified Project, substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities would not occur. Impacts would be less than significant, and no new impacts would occur under the Refined Project. For informational purposes, as with the Original Project and the Modified Project, the Refined Project would implement Los Angeles Building and Fire Code requirements, compliance of which would be demonstrated as part of a plot plan that would be submitted to LAFD for review and approval prior to the issuance of a building permit in accordance with City regulations. Furthermore, similar to the Original Project and Modified Project, the Refined Project would install automatic fire sprinkler systems in all new buildings. Emergency access would also continue to be maintained at all times under the Refined Project.

As shown in Table 6 on page 28, based on application of the Los Angeles Unified School District (LAUSD) student generation rates discussed in Section IV.K.3, Public Services—Schools, of the Draft EIR, the Refined Project would generate approximately 424 net new elementary school students, approximately 106 net new middle school students, and approximately 212 net new high school students for a total of 743 net new students within LAUSD schools, which would be slightly less than the Original Project's estimated net total of 876 students comprised of 501 elementary school students, 125 middle school students, and 250 high school students. LAUSD does not have a facilities master plan or current capital improvement program, or has stated otherwise that the Project would require the construction of a new or expanded school. Even if a new or

**Table 6  
Refined Project Student Generation**

Land Use	Area/Units	Students Generated <sup>a</sup>		
		Elementary (K-5)	Middle School (6-8)	High School (9-12)
<b>Existing</b>				
Residential	82 du	33	8	16
Commercial Retail Use	26,690 sf	11	3	6
Restaurant	475 sf	0	0	0
Office Use	79,107 sf	58	15	29
<b>Subtotal Existing Students</b>		<b>102</b>	<b>26</b>	<b>51</b>
<b>Refined Project</b>				
Multi-Family Residential	950 du	380	95	190
Commercial(Retail/Restaurant/Movie Theater/Supermarket)	190,000 sf	79	20	40
Hotel	320,000 sf	56	14	28
Parking Structure	941,771 sf	12	3	6
<b>Total New Students Generated</b>		<b>527</b>	<b>132</b>	<b>263</b>
<b>Total Net Students</b>		<b>424</b>	<b>106</b>	<b>212</b>
<b>Difference (Refined Project – Original Project)</b>		<b>(76)</b>	<b>(19)</b>	<b>(38)</b>
<hr/> <i>du = dwelling units</i> <i>sf = square feet</i> <i>Numbers may not total due to rounding.</i> <sup>a</sup> <i>Based on student generation factors provided in the LAUSD Developer Fee Justification Study, February 9, 2012. For the Project’s commercial component, the student generation rate for “Neighborhood Shopping Center” is applied.</i> <sup>b</sup> <i>LAUSD employee generation factors for Entertainment Venue and Theater is not available. Therefore the rate for Neighborhood Shopping Center is used for a conservative estimate.</i> <i>Source: Calculations by Eyestone Environmental, 2018.</i>				

expanded school were necessary, as with the Original Project and the Modified Project, the Refined Project would require the payment of development fees for schools to the LAUSD prior to the issuance of building permits pursuant to SB 50, which, according to California Government Code Section 65996(b), would be considered full and complete mitigation for impacts related to adequacy of school facilities. Therefore, impacts related to schools under the Refined Project would be less than significant.

With regard to libraries, the Refined Project would generate approximately 2,118 net new residents on the Project Site, which is the same as the Original Project and the Modified Project. With the addition of 2,118 estimated residents, the service population of



the 19,000-square foot Hollywood Regional Branch Library would be 83,817 persons, which is the same as for the Original Project and the Modified Project. Therefore, similar to the Original Project and Modified Project, the library would continue to meet the building size recommendations set forth in the 2007 Branch Facilities Plan (i.e., 14,500 square feet for a service population over 45,000 or up to 20,000 square feet for a regional branch library). The service population of the Hollywood Regional Branch Library would be below 90,000 persons and would not require adding a second branch to the area. Overall, the Refined Project would not result in the need for new or altered library facilities. The residential units under the Refined Project would also be equipped to receive individual internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations. Therefore, similar to the Original Project and the Modified Project, substantial adverse physical impacts related to the provision of new or physically altered libraries under the Refined Project would be less than significant, and no new impacts would occur.

With regard to parks and recreational facilities, similar to the Original Project and Modified Project, while the estimated 2,118 net new residents generated by Refined Project would be expected to utilize off-site public parks and recreational facilities to some degree, the Refined Project would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities given the proposed development's provision of on-site public and private open space. As with the Original Project and Modified Project, employees generated by the Refined Project would not utilize parks and recreational facilities beyond a 0.5-mile radius from the Project Site as lunch breaks typically are not long enough for workers to take advantage of such facilities and return to work within the allotted time (e.g., 30 to 60 minutes). Thus, as with the Original Project, the Refined Project would not substantially increase the demand for off-site public parks and recreational facilities. Therefore, similar to the Original Project, impacts on parks and recreational facilities during operation of the Refined Project would be less than significant, and no new impacts would occur.

## 12. Traffic and Access

As discussed above, overall grading, export and maximum daily construction activities would be similar to the Original Project and Modified Project. Unlike the Original Project and consistent with the Modified Project, Las Palmas Avenue between Selma Avenue and Sunset Boulevard would not require complete closure as the realignment of Las Palmas Avenue and associated in-street improvements would no longer occur under the Refined Project. As with the Original Project and Modified Project, a Construction Management Plan would be implemented for the Refined Project that would include features to ensure safe pedestrian and vehicular traffic access and to schedule construction deliveries outside peak hours. Nonetheless, the temporary lane closures would result in a temporary significant impact at the intersection of Highland Avenue and Hollywood Boulevard (Intersection No. 37) during

the P.M. peak hour and at the intersection of Highland Avenue and Sunset Boulevard (Intersection No. 65) during the A.M. and P.M. peak hour. Therefore, similar to the Original Project and the Modified Project, the Refined Project would result in a temporary, but significant, traffic impact during construction at these two intersections.

As detailed in the supplemental traffic impact analysis prepared by Gibson Transportation, Inc. and included in Appendix F, after applying appropriate trip reductions and accounting for the removal of trips associated with the existing uses currently on-site, the Refined Project is estimated to generate 13,187 net new weekday daily trips, including 704 morning peak-hour trips (231 inbound, 473 outbound) and 1,088 afternoon peak-hour trips (681 inbound, 407 outbound). As with the Modified Project, the Refined Project includes the construction of a new stand-alone parking structure in Development Parcel E, which would be accessed from Selma Avenue. The trip distribution patterns for the commercial uses have been modified as compared to the Original Project, thereby reducing the amount of Project-related traffic accessing the Project Site via Las Palmas Avenue. These traffic patterns are consistent with those for the Modified Project evaluated in the Final EIR.

The Refined Project's mitigation program would be consistent with the Modified Project and would include the implementation of a TDM Program (TRA-MM-1), transit system improvements (TRA-MM-2), TSM improvements (TRA-MM-3), and the physical improvement proposing to widen and restripe the north leg of Las Palmas Avenue at Sunset Boulevard to provide one southbound left-turn lane, one shared through-right lane, and one right-turn lane (TRA-MM-5). After implementation of a TDM Program, the Refined Project is anticipated to generate 11,684 net new daily weekday trips, including 618 morning peak-hour trips (197 inbound, 420 outbound) and 959 afternoon peak-hour trips (606 inbound, 353 outbound). The Refined Project trips would result in a significant impact at 21 of the 111 study intersections. With implementation of the mitigation program, the impacts at the following five intersections would remain significant and unavoidable under Future with Project with Mitigation Conditions:

- 37. Highland Avenue & Hollywood Boulevard (morning peak hour)
- 63. La Brea Avenue & Sunset Boulevard (morning and afternoon peak hours)
- 65. Highland Avenue & Sunset Boulevard (morning and afternoon peak hours)
- 70. Cahuenga Boulevard & Sunset Boulevard (morning and afternoon peak hours)
- 72. Vine Street & Sunset Boulevard (morning and afternoon peak hours)

In addition, impacts under Existing with Project with Mitigation Conditions would also continue to occur at the same five intersections identified for the Original Project. Overall,

the significant impacts conclusions of the Refined Project would be same as the Original Project and the Modified Project. In addition, as with the Original Project and the Modified Project, the Refined Project would not result in significant impacts to the regional transportation system (i.e., CMP freeway segments, CMP arterial monitoring stations, or public transit). As with the Original Project and the Modified Project, the Refined Project would result in significant impacts to residential street segments in the Study Area even with implementation of Mitigation Measure TRA-MM-6. However, no new impacts would be associated with the Refined Project.

With regard to pedestrian and bicycle safety, as with the Original Project and the Modified Project, the proposed access locations for pedestrians and vehicles under the Refined Project would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, similar to the Original Project and Modified Project, the proposed driveways under the Refined Project would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems. The Refined Project would also maintain the existing sidewalks and circulation system and would not disrupt bicycle flow along local streets. Similar to the Original Project and Modified Project, visitors, patrons, and employees arriving by bicycle would have the same access options as pedestrian visitors, and to facilitate bicycle use, bicycle parking spaces and amenities would be provided within the Project Site. Therefore, similar to the Original Project and Modified Project, impacts related to conflicts with policies related to bicycle and pedestrian safety under the Refined Project would be less than significant, and no new impacts would occur.

Senate Bill (SB) 743 added PRC Section 21099 to CEQA, which provides that parking impacts associated with residential, mixed-use residential or employment center projects on infill sites within a transit priority area are not considered to be significant impacts. Since the Project Site is located in a transit priority area within 1,500 feet of the Metro Red Line Hollywood/Highland Station and other transit services and represents an infill location, the Project's parking impact shall not be considered a significant impact on the environment pursuant to PRC Section 21099.

For informational purposes, in compliance with the parking requirements set forth in LAMC Sections 12.21-A,4 and 12.21-A,25, the Refined Project would be required to provide a total of 2,186 parking spaces and would provide 2,258 parking spaces. In addition, as with the Original Project and the Modified Project, the Refined Project would comply with the short-term and long-term bicycle parking requirements per Section 12.21-A,16(a)(2) of the LAMC and would provide 1,048 long-term bicycle parking spaces and 193 short-term bicycle parking spaces.

## **13. Utilities and Service Systems**

### **(a) Water**

It is estimated that the total base water demand under the Refined Project (i.e., prior to accounting for water conservation measures) would be approximately 403,916 gallons per day (gpd), which would be less than the base water demand estimated for the Original Project (i.e., 516,390 gpd). As with the Original Project and the Modified Project, the Refined Project would continue to implement existing water conservation practices to reduce water usage and would also implement water conservation measures to comply with the City's Green Building Ordinance, as applicable. As with the Original Project, domestic and fire water service to the Project Site under the Refined Project would continue to be supplied by LADWP. In accordance with the WSA approved for the larger Original Project, it is anticipated that LADWP would meet the water demand of the Refined Project.

Additionally, based on LADWP's confirmation that existing infrastructure in the Project area is capable of serving the Original Project's water demand, it is anticipated that existing infrastructure would also be able to meet the reduced demand under the Refined Project. Similar to the Original Project and Modified Project, the Refined Project would include the installation of automatic fire sprinklers in all new buildings, which would reduce or eliminate the public hydrant demands. The Project Applicant would also construct the necessary on-site infrastructure and connections to the LADWP system pursuant to applicable City requirements under the Refined Project.

Based on the above, operational impacts on water supply and water infrastructure under the Refined Project would be less than significant and less than the Original Project.

### **(b) Wastewater**

The estimated average daily wastewater flow generated by the Refined Project is approximately 287,964 gpd, which is less than the Original Project's projected average daily wastewater flow of approximately 352,092 gpd. With respect to wastewater treatment, the average daily flows of 287,964 gpd (0.290 mgd) under the Refined Project would represent approximately 0.05 percent of the Hyperion Service Area's future capacity of 550 mgd. Therefore, impacts to wastewater conveyance and treatment facilities under the Refined Project would be less than significant and less than the Original Project.

Based on the current approximate flow levels and design capacities in the sewer system, and the Original Project's estimated wastewater flow, the City determined that the existing mains would be adequate to accommodate the additional wastewater infrastructure demand created by the Original Project. Given that Refined Project would generate a

lower net increase in total average daily wastewater than that of the Original Project, it is anticipated that there would be sufficient capacity within the sewer mains identified above to serve the wastewater flows of the Refined Project. Furthermore, any on-site sewer system improvements associated with the Refined Project would be designed to meet BOS and California Plumbing Code standards. Thus, impacts with regard to wastewater generation and infrastructure capacity under the Refined Project would be less than significant and less than the Original Project.

### (c) Solid Waste

During operation, the new uses constructed under the Refined Project would generate an annual net increase of approximately 1,644 tons of solid waste from the Project Site, assuming a diversion rate of approximately 50 percent pursuant to the City's Los Angeles Solid Waste Management Policy Plan. This would be less than the annual projected increase of approximately 2,158 tons in solid waste generated by the Original Project. The net increase in solid waste disposal associated with the Refined Project would represent an approximate 0.053 percent increase in the City's annual solid waste disposal quantity based on the 2014 disposal rate of approximately 3.11 million tons. The annual net increase in solid waste under the Refined Project would represent approximately 0.0018 percent of the estimated remaining Class III landfill capacity available to the City of Los Angeles as of 2010 (i.e., 93.47 million tons). Therefore, as with the Original Project, existing landfills serving the Project Site would have adequate capacity to accommodate the disposal needs of the Refined Project.

### (d) Energy (Appendix F)

The Refined Project would result in a reduction in floor area compared to the Original Project. Therefore, the Refined Project would also result in a reduction in electricity and natural gas consumption when compared with the Original Project. As adequate capacity was determined to be available to accommodate the Original Project, it would also be available to accommodate the smaller Refined Project. Furthermore, as with the Original Project, the Refined Project would implement the same Project Design Features (e.g., Project Design Features GHG-PDF-1 through GHG-PDF-4 as identified in Section IV.M.4, Utilities and Service Systems—Energy, of the Draft EIR) as the Original Project's to reduce energy usage. In terms of petroleum-based fuel usage, the number of daily trips generated by the Refined Project would be lower in comparison to the Original Project due to the reduction in square footage and changes in the land use mix. Similar to the Original Project or the Modified Project, the consumption of electricity, natural gas, and petroleum-based fuels under the Refined Project would not be wasteful, inefficient, or unnecessary. Therefore, operational impacts to energy resources under the Refined Project would be less than significant and less than the Original Project.

## **14. Conclusion**

Based on the supplemental analysis presented above, the edits and additions to the Draft EIR set forth in this Errata related to the Refined Project do not result in any of the conditions set forth Section 15088.5 of the CEQA Guidelines requiring recirculation of the Draft EIR. Specifically, the Refined Project would not result in any new significant impacts or a substantial increase in an impact already identified in the Draft EIR or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt.

# **Appendices**

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# **Appendix A**

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## Refined Project Site Plans



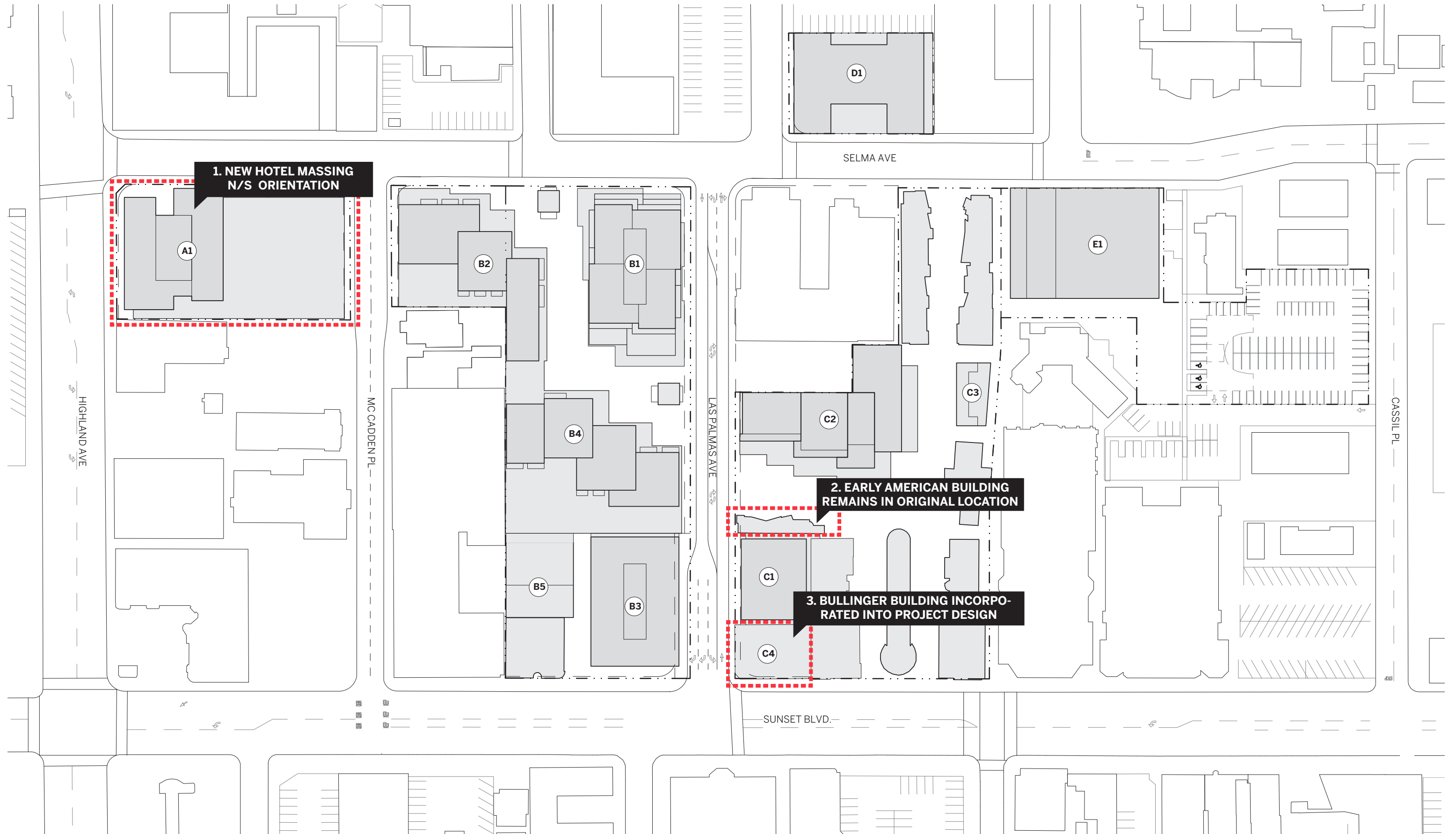
CROSSROADS HOLLYWOOD  
REFINED PROJECT  
08 AUGUST 2018

SOM

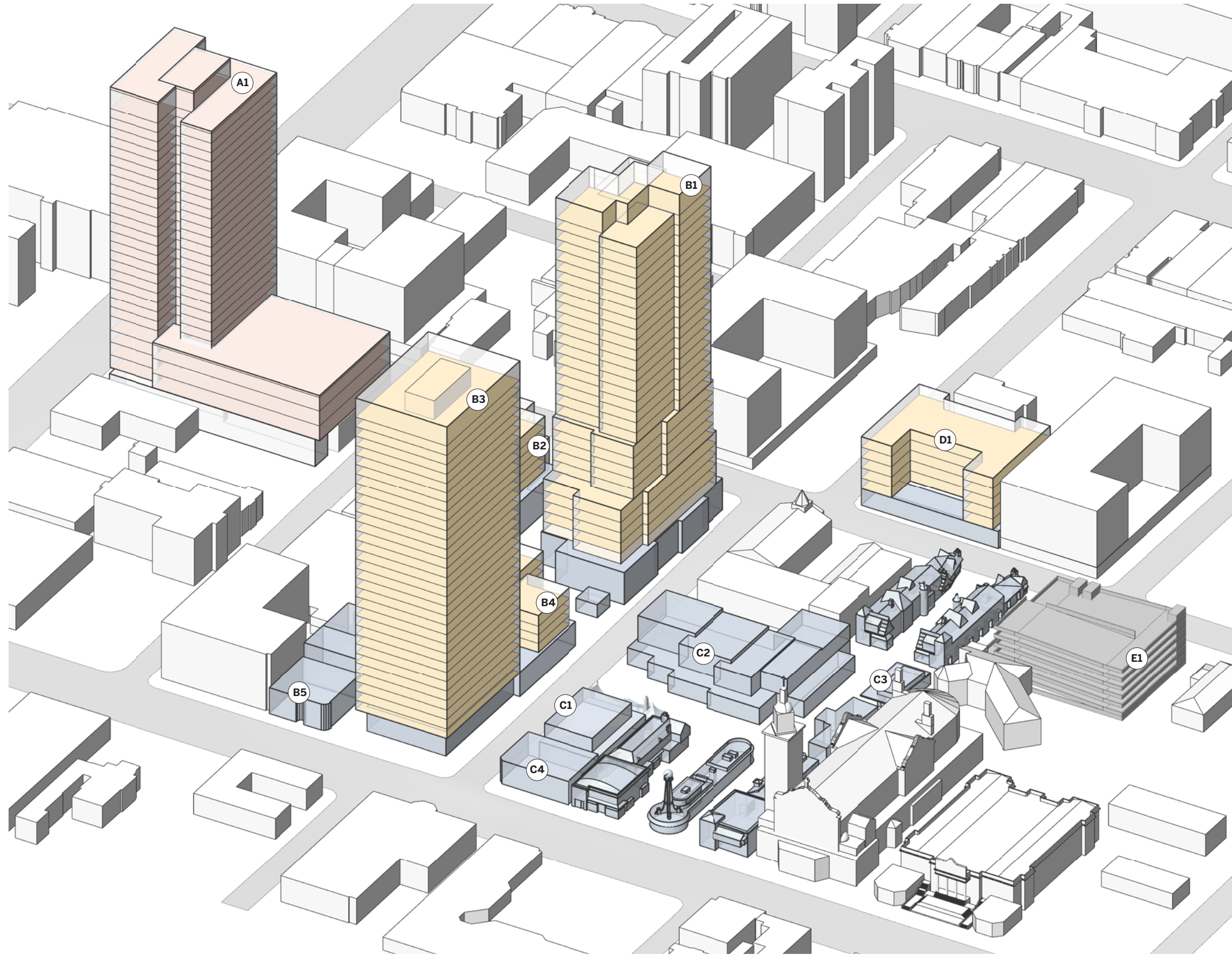
# SITE PLAN - REFINED PROJECT



# SITE PLAN DIAGRAM - REFINED PROJECT WITH PROPOSED CHANGES



# PROJECT DIAGRAM - REFINED PROJECT



- A1**  
308 KEYS  
320,000 SF HOTEL  
9,000 SF COMMERCIAL  
26 FLOORS (362'-6")
- B1**  
334 RENTAL UNITS  
332,000 SF RESIDENTIAL  
17,500 SF COMMERCIAL  
30 FLOORS (401'-7")
- B2**  
72 RENTAL UNITS  
57,500 SF RESIDENTIAL  
16,500 SF COMMERCIAL  
6 FLOORS + MEZZANINE
- B3**  
378 RENTAL UNITS  
351,000 SF RESIDENTIAL  
9,000 SF COMMERCIAL  
31 FLOORS (385'-7")
- B4**  
90 RENTAL UNITS  
69,500 SF RESIDENTIAL  
13,000 SF COMMERCIAL  
6 FLOORS + MEZZANINE
- B5 / HOLLYWOOD REPORTER**  
18,000 SF COMMERCIAL  
2 FLOORS
- C1**  
11,500 SF COMMERCIAL  
2 FLOORS
- C2**  
30,300 SF COMMERCIAL  
2 FLOORS
- C3**  
2,000 SF COMMERCIAL  
1 FLOORS
- C4/ BULLINGER**  
8,200 SF COMMERCIAL  
2 FLOORS
- CROSSROADS**  
50,000 SF COMMERCIAL  
2 FLOORS
- D1**  
76 RENTAL UNITS  
61,000 SF RESIDENTIAL  
5,000 SF COMMERCIAL  
6 FLOORS
- E1 (CHURCH)**  
450 CARS (COMMERCIAL)  
23 CARS (CHURCH)

TOTAL RESIDENTIAL AREA: 871,000 SF  
 TOTAL COMMERCIAL AREA: 190,000 SF  
 TOTAL HOTEL AREA: 320,000 SF

**TOTAL RESIDENTIAL UNITS: 950**  
**TOTAL PROJECT FAR: 1,381,000 SF**

## **Appendix B**

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### Air Quality and Greenhouse Gas Emissions Calculations

# **Crossroads – Refined Modified Project**

## CalEEMod Outputs

Crossroads - Refined Modified Project  
- Emissions Summary

<b>AIR QUALITY</b>							<b>GREENHOUSE GAS EMISSIONS</b>			
	VOC	NOX	CO	SOX	PM10	PM2.5	Modified Project	Baseline	Net	
<b>2022 - Existing Operation</b>							Area	16	28	-12
Area	30	1	49	0	6	6	Energy	5,941	1,160	4,781
Energy	0	1	0	0	0	0	Mobile	10,352	2,296	8,057
Mobile	7	14	63	0	12	3	Waste	289	33	256
Total	36	15	113	0	19	10	Water	374	241	133
<b>2022- Modified Project Operations</b>							Construction	315		315
Area	61	1	79	0	0	0	Total			13,530
Energy	1	8	7	0	1	1				
Emergency Generators	0	3	1		0	0				
Mobile	57	84	429	1	63	18				
Total	118	97	516	1	64	19				
<b>Net</b>										
Area	31	0	30	0	-6	-6				
Energy	1	8	6	0	1	1				
Emergency Generators	0	3	1	0	0	0				
Mobile	50	8	366	1	51	14				
Total	82	81	403	1	45	9				
Significance Threshold	55	55	550	150	150	55				
Over / (Under)	27	26	(147)	(149)	(105)	(46)				

**Crossroads - Modified Project**  
**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	1,992.00	Space	17.93	796,800.00	0
High Turnover (Sit Down Restaurant)	35.00	1000sqft	0.80	35,000.00	0
Hotel	308.00	Room	10.27	447,216.00	0
Quality Restaurant	35.00	1000sqft	0.80	35,000.00	0
Apartments High Rise	950.00	Dwelling Unit	15.32	950,000.00	2717
Strip Mall	100.00	1000sqft	2.30	100,000.00	0
Supermarket	20.00	1000sqft	0.46	20,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2022
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	595	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - ARB Statewide CO2 Intensity Factor for RPS of 33 percent

Land Use - Site Specific

Trips and VMT -



Crossroads - Refined Modified Project (Operations)

- Architectural Coating -
- Vehicle Trips - Traffic Memo
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Woodstoves - No fireplaces within residences
- Area Coating -
- Energy Use - Land uses adjusted to account for 2013/2016 Building Energy Efficiency Standards.
- Water And Wastewater -
- Solid Waste -
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation -
- Area Mitigation -
- Energy Mitigation - Consistency with Title 24.
- Water Mitigation -
- Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblApplianceMitigation	PercentImprovement	30.00	15.00
tblApplianceMitigation	PercentImprovement	50.00	30.00
tblApplianceMitigation	PercentImprovement	15.00	30.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	595
tblProjectCharacteristics	OperationalYear	2014	2022
tblVehicleTrips	ST_TR	7.16	7.22
tblVehicleTrips	ST_TR	158.37	149.22
tblVehicleTrips	ST_TR	8.19	7.49
tblVehicleTrips	ST_TR	94.36	88.21
tblVehicleTrips	ST_TR	42.04	38.64

Crossroads - Refined Modified Project (Operations)

tblVehicleTrips	ST_TR	177.59	169.44
tblVehicleTrips	SU_TR	6.07	5.29
tblVehicleTrips	SU_TR	131.84	124.22
tblVehicleTrips	SU_TR	5.95	5.44
tblVehicleTrips	SU_TR	72.16	67.46
tblVehicleTrips	SU_TR	20.43	18.78
tblVehicleTrips	SU_TR	166.44	158.80
tblVehicleTrips	WD_TR	6.59	6.09
tblVehicleTrips	WD_TR	127.15	119.80
tblVehicleTrips	WD_TR	8.17	7.47
tblVehicleTrips	WD_TR	89.95	84.09
tblVehicleTrips	WD_TR	44.32	40.74
tblVehicleTrips	WD_TR	102.24	97.55

**2.0 Emissions Summary**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	309.6720	7.2232	556.2250	0.7639		73.0033	73.0033		72.9919	72.9919						
Energy	1.0223	9.1893	7.0411	0.0558		0.7063	0.7063		0.7063	0.7063						
Mobile	63.0453	129.4853	583.1034	1.6670	111.9497	2.3429	114.2926	29.9432	2.1620	32.1052						

Crossroads - Refined Modified Project (Operations)

<b>Total</b>	<b>373.7396</b>	<b>145.8978</b>	<b>1,146.3695</b>	<b>2.4866</b>	<b>111.9497</b>	<b>76.0526</b>	<b>188.0023</b>	<b>29.9432</b>	<b>75.8602</b>	<b>105.8035</b>						
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**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Category</b>	lb/day										lb/day					
Area	60.7378	0.9072	78.7152	4.1600e-003		0.4344	0.4344		0.4344	0.4344						
Energy	0.9436	8.4853	6.5266	0.0515		0.6519	0.6519		0.6519	0.6519						
Mobile	56.5697	84.1326	429.3062	0.9458	61.5104	1.3889	62.8992	16.4522	1.2820	17.7342						
<b>Total</b>	<b>118.2510</b>	<b>93.5251</b>	<b>514.5480</b>	<b>1.0014</b>	<b>61.5104</b>	<b>2.4752</b>	<b>63.9856</b>	<b>16.4522</b>	<b>2.3683</b>	<b>18.8205</b>						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>68.36</b>	<b>35.90</b>	<b>55.11</b>	<b>59.73</b>	<b>45.06</b>	<b>96.75</b>	<b>65.97</b>	<b>45.06</b>	<b>96.88</b>	<b>82.21</b>						

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility

Crossroads - Refined Modified Project (Operations)

- Increase Transit Accessibility
- Integrate Below Market Rate Housing
- Improve Pedestrian Network
- Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	56.5697	84.1326	429.3062	0.9458	61.5104	1.3889	62.8992	16.4522	1.2820	17.7342						
Unmitigated	63.0453	129.4853	583.1034	1.6670	111.9497	2.3429	114.2926	29.9432	2.1620	32.1052						

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	5,785.50	6,859.00	5025.50	19,922,972	10,946,606
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	4,193.00	5,222.70	4347.70	5,944,939	3,266,426
Hotel	2,300.76	2,306.92	1675.52	5,278,974	2,900,513
Quality Restaurant	2,943.15	3,087.35	2361.10	4,100,912	2,253,232
Strip Mall	4,074.00	3,864.00	1878.00	7,097,224	3,899,544
Supermarket	1,951.00	3,388.80	3176.00	3,076,214	1,690,215
<b>Total</b>	<b>21,247.41</b>	<b>24,728.77</b>	<b>18,463.82</b>	<b>45,421,236</b>	<b>24,956,536</b>

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

Crossroads - Refined Modified Project (Operations)

Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.524776	0.057859	0.179826	0.126122	0.039940	0.006459	0.017277	0.035948	0.002564	0.003184	0.003733	0.000527	0.001784

**5.0 Energy Detail**

**4.4 Fleet Mix**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.9436	8.4853	6.5266	0.0515		0.6519	0.6519		0.6519	0.6519						
NaturalGas Unmitigated	1.0223	9.1893	7.0411	0.0558		0.7063	0.7063		0.7063	0.7063						

Crossroads - Refined Modified Project (Operations)

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000							
High Turnover (Sit Down Restaurant)	22343.4	0.2410	2.1905	1.8401	0.0131		0.1665	0.1665		0.1665	0.1665							
Hotel	30655.7	0.3306	3.0055	2.5246	0.0180		0.2284	0.2284		0.2284	0.2284							
Quality Restaurant	22343.4	0.2410	2.1905	1.8401	0.0131		0.1665	0.1665		0.1665	0.1665							
Strip Mall	465.753	5.0200e-003	0.0457	0.0384	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003							
Supermarket	1237.81	0.0134	0.1214	0.1019	7.3000e-004		9.2200e-003	9.2200e-003		9.2200e-003	9.2200e-003							
Apartments High Rise	17750.2	0.1914	1.6358	0.6961	0.0104		0.1323	0.1323		0.1323	0.1323							
<b>Total</b>		<b>1.0223</b>	<b>9.1893</b>	<b>7.0411</b>	<b>0.0558</b>		<b>0.7063</b>	<b>0.7063</b>		<b>0.7063</b>	<b>0.7063</b>							

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
High Turnover (Sit Down Restaurant)	21.6929	0.2339	2.1268	1.7865	0.0128		0.1616	0.1616		0.1616	0.1616							
Hotel	26.8036	0.2891	2.6278	2.2074	0.0158		0.1997	0.1997		0.1997	0.1997							

Crossroads - Refined Modified Project (Operations)

Quality Restaurant	21.6929	0.2339	2.1268	1.7865	0.0128		0.1616	0.1616		0.1616	0.1616						
Strip Mall	0.416027	4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003						
Supermarket	1.15274	0.0124	0.1130	0.0949	6.8000e-004		8.5900e-003	8.5900e-003		8.5900e-003	8.5900e-003						
Apartments High Rise	15.7365	0.1697	1.4502	0.6171	9.2600e-003		0.1173	0.1173		0.1173	0.1173						
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
<b>Total</b>		<b>0.9436</b>	<b>8.4853</b>	<b>6.5266</b>	<b>0.0515</b>		<b>0.6519</b>	<b>0.6519</b>		<b>0.6519</b>	<b>0.6519</b>						

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Mitigated	60.7378	0.9072	78.7152	4.1600e-003		0.4344	0.4344		0.4344	0.4344							
Unmitigated	309.6720	7.2232	556.2250	0.7639		73.0033	73.0033		72.9919	72.9919							

6.2 Area by SubCategory

Unmitigated

Crossroads - Refined Modified Project (Operations)

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.1408					0.0000	0.0000		0.0000	0.0000						
Consumer Products	47.2035					0.0000	0.0000		0.0000	0.0000						
Hearth	248.9342	6.3160	477.5098	0.7597		72.5689	72.5689		72.5575	72.5575						
Landscaping	2.3935	0.9072	78.7152	4.1600e-003		0.4344	0.4344		0.4344	0.4344						
<b>Total</b>	<b>309.6720</b>	<b>7.2232</b>	<b>556.2250</b>	<b>0.7639</b>		<b>73.0033</b>	<b>73.0033</b>		<b>72.9919</b>	<b>72.9919</b>						

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.1408					0.0000	0.0000		0.0000	0.0000						
Consumer Products	47.2035					0.0000	0.0000		0.0000	0.0000						
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Landscaping	2.3935	0.9072	78.7152	4.1600e-003		0.4344	0.4344		0.4344	0.4344						
<b>Total</b>	<b>60.7378</b>	<b>0.9072</b>	<b>78.7152</b>	<b>4.1600e-003</b>		<b>0.4344</b>	<b>0.4344</b>		<b>0.4344</b>	<b>0.4344</b>						

**7.0 Water Detail**

**7.1 Mitigation Measures Water**



Apply Water Conservation Strategy

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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**Crossroads - Modified Project**  
**Los Angeles-South Coast County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	1,992.00	Space	17.93	796,800.00	0
High Turnover (Sit Down Restaurant)	35.00	1000sqft	0.80	35,000.00	0
Hotel	308.00	Room	10.27	447,216.00	0
Quality Restaurant	35.00	1000sqft	0.80	35,000.00	0
Apartments High Rise	950.00	Dwelling Unit	15.32	950,000.00	2717
Strip Mall	100.00	1000sqft	2.30	100,000.00	0
Supermarket	20.00	1000sqft	0.46	20,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2022
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	595	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - ARB Statewide CO2 Intensity Factor for RPS of 33 percent  
 Land Use - Site Specific  
 Trips and VMT -

Crossroads - Refined Modified Project (Operations) - GHG

- Architectural Coating -
- Vehicle Trips - Traffic Memo
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Woodstoves - No fireplaces within residences
- Area Coating -
- Energy Use - Land uses adjusted to account for 2013/2016 Building Energy Efficiency Standards.
- Water And Wastewater -
- Solid Waste -
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation -
- Area Mitigation -
- Energy Mitigation - Consistency with Title 24.
- Water Mitigation -
- Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblApplianceMitigation	PercentImprovement	30.00	15.00
tblApplianceMitigation	PercentImprovement	50.00	30.00
tblApplianceMitigation	PercentImprovement	15.00	30.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	595
tblProjectCharacteristics	OperationalYear	2014	2022
tblVehicleTrips	ST_TR	7.16	7.22
tblVehicleTrips	ST_TR	158.37	149.22
tblVehicleTrips	ST_TR	8.19	7.49
tblVehicleTrips	ST_TR	94.36	88.21
tblVehicleTrips	ST_TR	42.04	38.64

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tblVehicleTrips	ST_TR	177.59	169.44
tblVehicleTrips	SU_TR	6.07	5.29
tblVehicleTrips	SU_TR	131.84	124.22
tblVehicleTrips	SU_TR	5.95	5.44
tblVehicleTrips	SU_TR	72.16	67.46
tblVehicleTrips	SU_TR	20.43	18.78
tblVehicleTrips	SU_TR	166.44	158.80
tblVehicleTrips	WD_TR	6.59	6.09
tblVehicleTrips	WD_TR	127.15	119.80
tblVehicleTrips	WD_TR	8.17	7.47
tblVehicleTrips	WD_TR	89.95	84.09
tblVehicleTrips	WD_TR	44.32	40.74
tblVehicleTrips	WD_TR	102.24	97.55

**2.0 Emissions Summary**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											100.9081	209.9758	310.8839	0.3165	6.8500e-003	319.6542
Energy											0.0000	6,721.4200	6,721.4200	0.2730	0.0830	6,752.8862
Mobile											0.0000	18,237.6142	18,237.6142	0.6489	0.0000	18,251.2405

Crossroads - Refined Modified Project (Operations) - GHG

Waste												258.1781	0.0000	258.1781	15.2579	0.0000	578.5938
Water												31.9885	491.8499	523.8383	3.3095	0.0825	618.9246
<b>Total</b>												<b>391.0747</b>	<b>25,660.8598</b>	<b>26,051.9345</b>	<b>19.8058</b>	<b>0.1724</b>	<b>26,521.2993</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	16.0651	16.0651	0.0156	0.0000	16.3927
Energy											0.0000	5,913.2365	5,913.2365	0.2378	0.0737	5,941.0737
Mobile											0.0000	10,343.9853	10,343.9853	0.3873	0.0000	10,352.1178
Waste											129.0891	0.0000	129.0891	7.6289	0.0000	289.2969
Water											20.7925	291.0812	311.8737	2.1498	0.0534	373.5610
<b>Total</b>											<b>149.8816</b>	<b>16,564.3681</b>	<b>16,714.2497</b>	<b>10.4194</b>	<b>0.1271</b>	<b>16,972.4421</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>											<b>61.67</b>	<b>35.45</b>	<b>35.84</b>	<b>47.39</b>	<b>26.31</b>	<b>36.00</b>

**4.0 Operational Detail - Mobile**

### 4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Integrate Below Market Rate Housing
- Improve Pedestrian Network
- Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	10,343.9853	10,343.9853	0.3873	0.0000	10,352.1178
Unmitigated											0.0000	18,237.6142	18,237.6142	0.6489	0.0000	18,251.2405

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	5,785.50	6,859.00	5025.50	19,922,972	10,946,606
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	4,193.00	5,222.70	4347.70	5,944,939	3,266,426
Hotel	2,300.76	2,306.92	1675.52	5,278,974	2,900,513
Quality Restaurant	2,943.15	3,087.35	2361.10	4,100,912	2,253,232
Strip Mall	4,074.00	3,864.00	1878.00	7,097,224	3,899,544
Supermarket	1,951.00	3,388.80	3176.00	3,076,214	1,690,215

Crossroads - Refined Modified Project (Operations) - GHG

Total	21,247.41	24,728.77	18,463.82	45,421,236	24,956,536
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4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.524776	0.057859	0.179826	0.126122	0.039940	0.006459	0.017277	0.035948	0.002564	0.003184	0.003733	0.000527	0.001784

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Crossroads - Refined Modified Project (Operations) - GHG

Category	tons/yr							MT/yr					
	Electricity Mitigated								0.0000	4,209.0363	4,209.0363	0.2052	0.0424
Electricity Unmitigated								0.0000	4,874.9973	4,874.9973	0.2376	0.0492	4,895.2265
NaturalGas Mitigated								0.0000	1,704.2002	1,704.2002	0.0327	0.0312	1,714.5717
NaturalGas Unmitigated								0.0000	1,846.4227	1,846.4227	0.0354	0.0339	1,857.6597

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	tons/yr										MT/yr						
Enclosed Parking with Elevator	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	8.15535e+006											0.0000	435.2005	435.2005	8.3400e-003	7.9800e-003	437.8491	
Hotel	1.11893e+007											0.0000	597.1060	597.1060	0.0114	0.0110	600.7399	
Quality Restaurant	8.15535e+006											0.0000	435.2005	435.2005	8.3400e-003	7.9800e-003	437.8491	
Strip Mall	170000											0.0000	9.0719	9.0719	1.7000e-004	1.7000e-004	9.1271	
Supermarket	451800											0.0000	24.1098	24.1098	4.6000e-004	4.4000e-004	24.2565	
Apartments High Rise	6.47881e+006											0.0000	345.7340	345.7340	6.6300e-003	6.3400e-003	347.8381	
<b>Total</b>												<b>0.0000</b>	<b>1,846.4227</b>	<b>1,846.4227</b>	<b>0.0354</b>	<b>0.0339</b>	<b>1,857.6597</b>	



Crossroads - Refined Modified Project (Operations) - GHG

**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	7.91789e+006											0.0000	422.5289	422.5289	8.1000e-003	7.7500e-003	425.1003
Hotel	9.7833e+006											0.0000	522.0740	522.0740	0.0100	9.5700e-003	525.2513
Quality Restaurant	7.91789e+006											0.0000	422.5289	422.5289	8.1000e-003	7.7500e-003	425.1003
Strip Mall	151850											0.0000	8.1033	8.1033	1.6000e-004	1.5000e-004	8.1526
Supermarket	420750											0.0000	22.4528	22.4528	4.3000e-004	4.1000e-004	22.5895
Apartments High Rise	5.74382e+006											0.0000	306.5123	306.5123	5.8700e-003	5.6200e-003	308.3777
Enclosed Parking with Elevator	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>												<b>0.0000</b>	<b>1,704.2002</b>	<b>1,704.2002</b>	<b>0.0327</b>	<b>0.0313</b>	<b>1,714.5717</b>

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	3.30721e+006	892.5736	0.0435	9.0000e-003	896.2774
Enclosed Parking with Elevator	5.37043e+006	1,449.4123	0.0706	0.0146	1,455.4267
High Turnover (Sit Down Restaurant)	1.64185e+006	443.1147	0.0216	4.4700e-003	444.9535

Hotel	3.80134e+006	1,025.9329	0.0500	0.0104	1,030.1901
Quality Restaurant	1.64185e+006	443.1147	0.0216	4.4700e-003	444.9535
Strip Mall	1.517e+006	409.4193	0.0200	4.1300e-003	411.1182
Supermarket	783400	211.4298	0.0103	2.1300e-003	212.3072
<b>Total</b>		<b>4,874.9973</b>	<b>0.2376</b>	<b>0.0492</b>	<b>4,895.2265</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	2.99924e+006	809.4571	0.0395	8.1600e-003	812.8160
Enclosed Parking with Elevator	4.37802e+006	1,181.5721	0.0576	0.0119	1,186.4751
High Turnover (Sit Down Restaurant)	1.51247e+006	408.1974	0.0199	4.1200e-003	409.8912
Hotel	3.25461e+006	878.3796	0.0428	8.8600e-003	882.0245
Quality Restaurant	1.45593e+006	392.9373	0.0192	3.9600e-003	394.5678
Strip Mall	1.2675e+006	342.0824	0.0167	3.4500e-003	343.5019
Supermarket	727750	196.4106	9.5700e-003	1.9800e-003	197.2256
<b>Total</b>		<b>4,209.0363</b>	<b>0.2051</b>	<b>0.0425</b>	<b>4,226.5020</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Crossroads - Refined Modified Project (Operations) - GHG

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	16.0651	16.0651	0.0156	0.0000	16.3927
Unmitigated											100.9081	209.9758	310.8839	0.3165	6.8500e-003	319.6542

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											100.9081	193.9107	294.8189	0.3009	6.8500e-003	303.2615
Landscaping											0.0000	16.0651	16.0651	0.0156	0.0000	16.3927
<b>Total</b>											<b>100.9081</b>	<b>209.9758</b>	<b>310.8839</b>	<b>0.3165</b>	<b>6.8500e-003</b>	<b>319.6542</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	16.0651	16.0651	0.0156	0.0000	16.3927
<b>Total</b>											<b>0.0000</b>	<b>16.0651</b>	<b>16.0651</b>	<b>0.0156</b>	<b>0.0000</b>	<b>16.3927</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	311.8737	2.1498	0.0534	373.5610
Unmitigated	523.8383	3.3095	0.0825	618.9246

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	61.8963 / 39.0216	354.1575	2.0332	0.0510	412.6636
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	10.6237 / 0.678107	42.7375	0.3481	8.5700e-003	52.7044
Hotel	7.81297 / 0.868107	32.5380	0.2561	6.3100e-003	39.8726
Quality Restaurant	10.6237 / 0.678107	42.7375	0.3481	8.5700e-003	52.7044
Strip Mall	7.40725 / 4.53993	41.9933	0.2433	6.1000e-003	48.9932
Supermarket	2.46536 / 0.0762484	9.6746	0.0808	1.9900e-003	11.9865
<b>Total</b>		<b>523.8383</b>	<b>3.3095</b>	<b>0.0825</b>	<b>618.9246</b>

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	40.2326 / 19.5108	207.7445	1.3205	0.0329	245.6802
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000

High Turnover (Sit Down Restaurant)	6.90539 / 0.339054	26.6321	0.2262	5.5600e-003	33.1058
Hotel	5.07843 / 0.434054	20.1399	0.1664	4.0900e-003	24.9031
Quality Restaurant	6.90539 / 0.339054	26.6321	0.2262	5.5600e-003	33.1058
Strip Mall	4.81471 / 2.26996	24.6665	0.1580	3.9400e-003	29.2055
Supermarket	1.60249 / 0.0381242	6.0587	0.0525	1.2900e-003	7.5605
<b>Total</b>		<b>311.8737</b>	<b>2.1498</b>	<b>0.0534</b>	<b>373.5610</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	129.0891	7.6289	0.0000	289.2969
Unmitigated	258.1781	15.2579	0.0000	578.5938

**8.2 Waste by Land Use**

Unmitigated

Crossroads - Refined Modified Project (Operations) - GHG

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	437	88.7071	5.2424	0.0000	198.7982
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	416.5	84.5457	4.9965	0.0000	189.4724
Hotel	168.63	34.2304	2.0230	0.0000	76.7125
Quality Restaurant	31.94	6.4835	0.3832	0.0000	14.5300
Strip Mall	105	21.3141	1.2596	0.0000	47.7662
Supermarket	112.8	22.8974	1.3532	0.0000	51.3145
<b>Total</b>		<b>258.1781</b>	<b>15.2579</b>	<b>0.0000</b>	<b>578.5938</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	218.5	44.3535	2.6212	0.0000	99.3991
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	208.25	42.2729	2.4983	0.0000	94.7362
Hotel	84.315	17.1152	1.0115	0.0000	38.3562
Quality Restaurant	15.97	3.2418	0.1916	0.0000	7.2650

Strip Mall	52.5	10.6570	0.6298	0.0000	23.8831
Supermarket	56.4	11.4487	0.6766	0.0000	25.6573
<b>Total</b>		<b>129.0891</b>	<b>7.6289</b>	<b>0.0000</b>	<b>289.2969</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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## **Appendix C**

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### Historical Resources Technical Memorandum

To: Department of City Planning,

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Attn: Alejandro A. Huerta

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From: Paul Travis, AICP

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Date: August 8, 2018

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Re: Crossroads of the World Refined  
Project

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#### EXECUTIVE SUMMARY

This memorandum addresses proposed refinements to the Crossroads Hollywood Project evaluated in the Crossroads Hollywood Environmental Impact Report (EIR). The Final EIR included modifications to the Project analyzed in the Draft EIR (Original Project) in response to community input, which are referred to as the Modified Project. Further refinements to the Modified Project as described herein, are referred to as the Refined Project.

This memorandum identifies potential impacts to historical resources as defined by the California Environmental Quality Act (CEQA). Potential impacts are discussed in comparison with impacts of the Modified Project that were previously analyzed in the Final Environmental Impact Report (EIR) for the Crossroads of the World Project.

The analysis in this memorandum concludes that the Refined Project will result in reduced impacts to historic resources in comparison with the Modified Project. This is in large part because the two-story commercial building at 6683–6689 W. Sunset Boulevard (Bullinger Building), which has been identified as a historic resource in the Draft and Final EIR, will be retained by the Refined Project. The Original Project and Modified Project, in comparison, would demolish the Bullinger Building.

#### MEMORANDUM

## Crossroads of the World Refined Project Analysis

#### HISTORIC RESOURCES GROUP

12 S. Fair Oaks Avenue, Suite 200, Pasadena, CA 91105-1915

Telephone 626 793 2400, Facsimile 626 793 2401

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In addition, the Refined Project will not relocate the Early American Building, one of nine component buildings of the Crossroads of the World commercial complex which is listed in the National Register, California Register and is a designated Los Angeles Historic-Cultural Monument. Both the Original Project and the Modified Project included relocation of the Early American Building.

For these reasons, the Refined Project will result in fewer historic resources being removed by demolition or relocated in comparison with the Modified Project.

#### 1. PROJECT REFINEMENT<sup>1</sup>

The following refinements to the Modified Project are proposed in response to community input:

- **Retention of the Original Location of the Early American Building within Development Parcel C**  
The Early American Building, which is a component building of the Crossroads of the World complex, is proposed to be retained within its existing location. Crossroads of the World is listed in the National Register, California Register, and is a designated Los Angeles Historic-Cultural Monument. Relocation of the Early American Building had been previously proposed as part of the Original and Modified Project.
- **Incorporation of the Bullinger Building within Development Parcel C**  
The Bullinger Building, identified in the Draft and Final EIR as a historic resource for the purposes of CEQA, is proposed to be retained and incorporated into Development Parcel C of the Project. This building was previous proposed to be removed as part of the Modified Project and the Original Project.
- **Construction of a New Building (Building C1) within Development Parcel C**  
The Refined Project will include a refined Building C1 within Development Parcel C. Building C1 would be located immediately north of the Bullinger Building, replacing the converted single-family house at 1512 Las Palmas and the two-story office and studio space at 1510 Las Palmas. As discussed in the Final EIR, neither building is considered historically significant. Building C may be integrated with the north side of the Bullinger Building, the south side of the Early American Building, and the west side of the Crossroads “French Building.”

<sup>1</sup> Description excerpted from the Errata Project Description.

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- **Reorientation of Hotel (Building A1) within Development Parcel A**  
The reorientation of the proposed hotel, referred to as Building A-1, is included in the Refined Project. The proposed hotel would be oriented in a north/south direction, rather than an east/west direction as was shown in the Original Project and Modified Project. The overall number of rooms, square footage and height of the hotel building would remain the same as that set forth in the Final EIR for the Modified Project.
- **Refinement of Parking Structure on Parcel E**  
The height of the Parking Structure on Parcel E has been modified from 60 feet to 68 feet.

## 2. ANALYSIS OF POTENTIAL IMPACTS

Differences between potential impacts identified in the Final EIR for the Modified Project and the proposed Refined Project are discussed below. Analysis and identification of potential impacts in the Final EIR which are not discussed below will remain the same under the Refined Project.

### Removal of Significant Resources

The Final EIR identifies that the Modified Project will demolish the following five (5) properties that have been identified as historically significant through survey evaluation:

- One-story vernacular house known as the “Fritz Cottage” at 1547–49 McCadden Place (1907)
- The Regency Revival courtyard apartment building complex, known as the “Selma–Las Palmas Courtyard Apartments” at 6700 Selma Avenue and 1535–55 Las Palmas Avenue (1939)
- One-story, single-family house, known as the “Major Kunkle Bungalow” at 1542 McCadden Place (1910)
- Two-story commercial block known as the “Bullinger Building” at 6683 Sunset Boulevard (1923)
- Two-story Craftsman style duplex, known as the “Talbot-Wood Double Dwelling” at 1606–08 Las Palmas Avenue (1912)

The Refined Project will remove four of these resources, retaining the Bullinger Building. Retention the Bullinger Building reduces overall impacts to historic resources, in comparison with the Original Project and Modified Project. The removal of the four historic resources proposed by the Refined Project will, however, result in significant impacts to historic resources. These impacts cannot be mitigated to a less-than-significant level.

## MEMORANDUM

# Crossroads of the World Refined Project Analysis

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#### Relocation of Significant Resources

The Final EIR identified that the Modified Project will relocate one component building of the Crossroads of the World complex—the Early American Building—from the southwest portion of the property to the center of the Crossroads of the World property. Under the Refined Project, the Early American Building will no longer be relocated but will remain in its original location. Because there will be no relocation of historic resources under the Refined Project, there are no potential impacts from relocation.

#### Proposed New Construction

##### Reorientation of Hotel (Building A-1) within Development Parcel A

The Refined Project will reorient the proposed hotel, referred to as Building A-1, within Development Parcel. Re-orienting Building A-1 in a north/south direction, rather than an east/west direction as was shown in the Original Project and Modified Project, will not result in any additional potential impacts to historic resources. Analysis and identification of potential impacts will remain the same as those identified for the Final EIR.

##### Integration of a Refined Building C1 within Development Parcel C

The Refined Project will construct a new building between the Bullinger Building and the Crossroads Early American Building which may be integrated with the northern portion of the existing Bullinger Building, the southern portion of the Early American Building, and the western portion of the Crossroads French Building. The Original Project and Modified Project had proposed a building, also referred to as Building C1 within the existing footprint of the Early American Building and Bullinger Building. As such, the potential impacts of development of a potential new building located within this portion of the Project Site have been analyzed within the EIR. Note that the new C1 building would be thinner than set forth for the Original Project since Las Palmas would not be realigned. In addition, the C1 building would be smaller than set forth for the Modified Project due to the retention of the Bullinger and location of the Early American Building

The potential construction of Building C1 would alter the Early American Building and the French Building by attaching to these buildings on their rear façades. The Early American Building and the French Building are two of nine buildings that comprise the Crossroads property and they are not considered a historic resource individually. Therefore, any alteration to the Early American Building and the French Building must be evaluated for potential impacts to the Crossroads of the World property as a whole.

The possible attachments to Building C1 would require removal of historic fabric from the rear façades of the Early American Building and French Building. Building C1 would

#### MEMORANDUM

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attach to the existing south façade of the Early American Building, the rear façade facing a neighboring property line. The rear façade does not contain the expressive design features prominent on the front and side façades that give the Early American Building its distinctive appearance and are defining characteristics of the Crossroads of the World property. Instead, the south façade is simple and largely utilitarian. Removal of historic fabric from the rear façade of the Early American Building would not result in a substantial loss of integrity to Crossroads of the World because the majority of the original fabric and character-defining features of the Early American Building, and all of the existing original fabric and character-defining features of the eight additional component buildings will remain intact. With mitigation to ensure that Building C1 is designed in a manner that is compatible with the historic materials and features of Crossroads of the World, and that the potential connecting of Building C1 to the Early American Building would not destroy historic materials and features that characterize the Crossroads of the World property, construction of Building C1 would not result in a significant impact to historic resources.

Similarly, Building C1 would attach to the existing west façade of the French Building, the rear façade currently facing the back ends of the existing buildings at 1510 and 1512 Las Palmas. Similar to the Early American Building, the west façade of the French Building does not contain the expressive design features prominent on the east and north façades that give the French Building its distinctive appearance and are defining characteristics of the Crossroads of the World property. Removal of historic fabric from the rear façade of the French Building would not result in a substantial loss of integrity to Crossroads of the World because the majority of the original fabric and character-defining features of the French Building, and all of the existing original fabric and character-defining features of the eight additional component buildings will remain intact. With mitigation to ensure that Building C1 is designed in a manner that is compatible with the historic materials and features of Crossroads of the World, and that the potential connecting of Building C1 to the French Building would not destroy historic materials and features that characterize the Crossroads of the World property, construction of Building C1 would not result in a significant impact to historic resources.

In a change from the Original Project and Modified Project, the Refined Project will retain the Bullinger Building for adaptive re-use. Rehabilitation and adaptive re-use has the potential to remove important historic fabric and reduce the integrity of the building. Without mitigation to ensure that character-defining features of the building are protected so that the significance and integrity of the building is maintained, the Refined Project has the potential to result in significant impacts to the Bullinger Building.

#### MEMORANDUM

## Crossroads of the World Refined Project Analysis

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Similar to the integration of Building C1 with the Crossroads Early American and French buildings, the construction of Building C1 will alter the Bullinger Building by attaching to it. Attachment of the Bullinger Building to Building C1 would require removal of historic fabric from the rear (north) façade of the Bullinger Building. This façade was constructed as the back of the Bullinger Building facing a neighboring property line and it does not contain the expressive design features prominent on the front and side façades that give the Bullinger Building its distinctive appearance as a commercial building from the 1920s. Removal of historic fabric from the rear façade of the Bullinger Building would not result in a substantial loss of integrity because the majority of the original fabric and character-defining features located on its primary façade will remain intact. With mitigation to ensure that Building C1 is designed in a manner that is compatible with the historic materials and features of the Bullinger Building, and that connecting Building C1 to the Bullinger Building would not destroy historic materials and features that characterize the property, construction of Building C1 would not result in a significant impact to historic resources.

#### Refinement of Parking Structure on Parcel E

The Refined Project will include construction of a 68-foot Parking Structure on Parcel E. The Modified Project previously included the construction of a 60-foot Parking Structure in the same location. The additional 8 feet of height does not change the analysis of the Modified Project in the Final EIR and impacts related to the construction of the Parking Structure on Parcel E remain less than significant.

#### Summary of Impacts on Historic Resources

Analysis of the Refined Project reveals the following potential impacts to historic resources that differ from those disclosed under the Original Project and Modified Project in the Final EIR:

- 1) The Refined Project will rehabilitate and adaptively reuse the Bullinger Building which has the potential to reduce its historic integrity without mitigation.
- 2) The Refined Project may construct a new building that connects to two component buildings—the Early American Building and the French Building—on the Crossroads of the World property. The same building may also connect and integrate with the Bullinger Building. The possible construction and integration of the new building has the potential to reduce the historic integrity of the Crossroads of the World property and the Bullinger Building without mitigation.

#### MEMORANDUM

# Crossroads of the World Refined Project Analysis

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#### 4. RECOMMENDED MITIGATION MEASURES

The Refined Project would demolish four resources identified as eligible for historic listing or designation through survey evaluation. These impacts cannot be mitigated to a less-than significant level.

The following mitigation measures would address all other potential impacts to historic resources from the Refined Project not previously addressed under the Original Project or the Modified Project.

##### Mitigation of Potential Impacts to a Less-Than-Significant Level

1. The existing condition of the Crossroads of the World property, the Bullinger Building and the Hollywood Reporter Building shall be documented in accordance with Historic American Building Survey (HABS) guidelines and standards. Documentation shall include historic narrative, existing drawings and plans, and photographs of the property.
2. The proposed Building C1 and its connection to the Crossroads of the World Early American Building and French Building, and the Bullinger Building shall be designed and completed in accordance with the Secretary of the Interior's Standards and Guidelines for Rehabilitation. The final design would require the approval of the Planning Department Office of Historic Resources.
3. The Crossroads of the World complex, the Bullinger Building and the Hollywood Reporter building shall be rehabilitated in accordance with the Secretary of the Interiors Standards and Guidelines for Rehabilitation. The final rehabilitation plan would require the approval of the Planning Department Office of Historic Resources.
4. The Project shall include an interpretive program located on the Crossroads of the World property, the Bullinger Building, and in the Hollywood Report Building which informs the public about the history of these properties.
5. A Historic Structure Report (HSR) shall be developed for the Crossroads of the World property, the Bullinger Building, and the Hollywood Reporter to document the historic significance, identify character-defining features and establish treatments for the continued preservation of these resources. The HSRs will be developed in accordance with *Preservation Brief 43, The Preparation and Use of Historic Structure Reports* available from the National Park Service.

#### MEMORANDUM

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Telephone 626 793 2400, Facsimile 626 793 2401

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## **Appendix D**

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### Noise Technical Memorandum and Worksheets

To	Los Angeles Planning Department/ Alejandro A. Huerta	Project number
		2018102
cc		File reference
		M_Crossroads_080818
From	Sean Bui, PE	Date
		August 8, 2018
Subject	Crossroads Hollywood Project Supplemental Noise Analysis for Parcel Development (Parking Structure)	

This report provides the results of the supplemental noise impacts analysis that Acoustical Engineering Services (AES) prepared to determine whether the proposed modifications to the Crossroads Hollywood Project (Modified Project) could result in any new or more severe noise impacts than analyzed in the Draft Environmental Impact Report (Original Project). The Modified Project includes a stand-alone parking structure that would include three subterranean levels and 6.5 above-grade levels, at Development Parcel E, currently is a surface parking lot.

The subterranean parking levels would be fully enclosed on all sites, which would effectively contain the noise from the parking operations to the off-site noise sensitive receptors locations in the immediate vicinity of the parking structure. However, the above-grade parking levels would generate additional noise. Table 1 (on page 2) presents the estimated noise levels at the two nearest noise receptor locations due to the Project parking facilities, including the proposed above-grade parking structure in Development Parcel E. The proposed above-grade parking structure under the Modified Project would result in a maximum noise increase of 5 dBA at the nearest noise sensitive receptor location R4, which is at the 5 dBA significance threshold. Therefore, Mitigation Measure NOI-MM-4 has been included to reduce the noise from the parking structure, which would reduce the noise increase to less than 4 dBA relative to the existing conditions. In addition, a surface parking lot already exists in Development Parcel E. Thus, net ambient noise levels would not increase by more than 5 decibels (dBA) as a result of the new parking structure. Further refinements to the Modified Project was proposed based on community input, which include an increase in the maximum height of the parking structure in Development Parcel E from 60 feet to 68 feet (Refined Project). The additional eight feet of height of the parking structure under the Refined Project would provide additional noise reduction to the adjacent noise sensitive receptors, as compared to the Modified Project. Therefore, noise impacts associated with the parking structure under the Refined Project would be slightly less than the Modified Project. As such, the noise impacts associated with the proposed parking structure in Development Parcel E would be less than significant, similar to the Original Project, with implementation of the Mitigation Measure NOI-MM-4.

**Table 1**  
**Estimated Noise Levels from Parking Facilities – Modified Project**

Receptor Location	Noise-Sensitive Land Use	Existing Ambient Noise Levels dBA (L <sub>eq</sub> )	Estimated Noise Levels from Parking Structure dBA (L <sub>eq</sub> )		Ambient + Project Noise Levels dBA (L <sub>eq</sub> )		Significance Threshold <sup>a</sup>	Exceedance Over Significance Threshold	Significant Impact?
			Original Project	Modified Project	Original Project	Modified Project			
R4	Blessed Sacrament Church	49.8	12.1	53.1	49.8	54.8	54.8	—	Yes <sup>b</sup>
R16	Larchmont Charter School West Facility	56.7	18.0	50.4	56.7	57.6	59.7	—	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower plus 5 dBA, per the City of Los Angeles Noise Regulations. Significance thresholds at LAUSD Schools (receptor location R16) are equal to the ambient noise levels plus 3 dBA, pursuant to LAUSD Standards.

<sup>b</sup> Estimated noise level is at the 5 dBA significance threshold. Noise impacts would be reduced to less than significant with implementation of the Project Mitigation Measure MM-NOI-4.

Source: AES, 2018.

# **Crossroads Hollywood Project**

## **Noise Calculations Worksheets**

Provided by Acoustical Engineering Services

# **Operation Noise Calculations**

## **Outdoor Uses**

## Outdoor Courtyards Noise Calculations (Before Mitigation) - Refined Project

Project: Crossroads Hollywood Project

PARCELS A THRU D					Source Levels, at 50ft			Estimated noise levels, Leq			Hours of Operations		
											Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Distance	Barrier, IL	Sound System, Leq	Occupants	Sound System	Occupants	Total	12	3	4			
R3					59.2	53.3	60.2	60.2	60.2	56.7			
R4					49.5	57.8	58.4	58.4	58.4	54.9			
R5					42.4	41.9	45.2	45.2	45.2	41.6			
R7					51.4	46.5	52.6	52.6	52.6	49.1			
R8					48.3	45.6	50.2	50.2	50.2	46.6			
R9					51.2	51.8	54.5	54.5	54.5	51.0			
R10					50.8	42.6	51.4	51.4	51.4	47.9			
R11					44.9	52.6	53.3	53.3	53.3	49.8			
R12					49.8	47.3	51.7	51.7	51.7	48.2			
R13					47.6	58.6	58.9	58.9	58.9	55.4			
R14					52.8	56.5	58.0	58.0	58.0	54.5			
R15					56.1	53.5	58.0	58.0	58.0	54.5			
R16					53.8	47.9	54.8	54.8	54.8	51.3			

### TOTAL COMBINED

Receptor	Project (CNEL)	Ambient (CNEL)	Ambient + Project (CNEL)	Increase (CNEL)	Project Noise, (Leq)	nighttime ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)	Significance threshold (Leq)	Relative to Threshold
R3	64.3	63.9	67.1	3.2	60.2	59.1	62.7	3.6	64.1	--
R4	62.5	57.0	63.6	6.6	58.4	49.8	59.0	9.2	54.8	4.2
R5	49.3	67.8	67.9	0.1	45.2	55.7	56.1	0.4	60.7	--
R7	56.7	64.5	65.2	0.7	52.6	58.8	59.7	0.9	63.8	--
R8	54.3	62.5	63.1	0.6	50.2	57.3	58.1	0.8	62.3	--
R9	58.6	70.8	71.1	0.3	54.5	66.5	66.8	0.3	71.5	--
R10	55.5	63.4	64.1	0.7	51.4	56.9	58.0	1.1	61.9	--
R11	57.4	73.4	73.5	0.1	53.3	68.5	68.6	0.1	71.5	--
R12	55.8	54.8	58.4	3.6	51.7	49.2	53.7	4.5	54.2	--
R13	63.0	65.8	67.6	1.8	58.9	61.0	63.1	2.1	66.0	--
R14	62.1	63.3	65.8	2.5	58.0	58.3	61.2	2.9	63.3	--
R15	62.1	66.1	67.6	1.5	58.0	60.1	62.2	2.1	65.1	--
R16	58.9	62.2	63.9	1.7	54.8	56.7	58.9	2.2	59.7	--

**Crossroads Project EIR**  
**Octave spectra of the sources in dB(A) - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

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Name	Source type	Lw dB(A)	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)
A1 Ground People	Area	93.9	47.0	57.1	73.8	88.9	90.1	86.6	81.9	71.4
A1 Main Pool Deck People	Area	100.0	53.1	63.2	79.9	95.0	96.2	92.7	88.0	77.5
A1 Roof Deck People 1	Area	94.2	47.3	57.4	74.1	89.2	90.4	86.9	82.2	71.7
A1 Roof Deck People 2	Area	94.2	47.3	57.4	74.1	89.2	90.4	86.9	82.2	71.7
A1 Terrace People	Area	85.0	38.1	48.2	64.9	80.0	81.2	77.7	73.0	62.5
B1 & B2 Ground People	Area	100.1	53.2	63.3	80.0	95.1	96.3	92.8	88.1	77.6
B1 Roof Deck People 1	Area	83.3	36.4	46.5	63.2	78.3	79.5	76.0	71.3	60.8
B1 Roof Deck People 2	Area	83.3	36.4	46.5	63.2	78.3	79.5	76.0	71.3	60.8
B1 Tower Deck People 1	Area	71.8	24.9	35.0	51.7	66.8	68.0	64.5	59.8	49.3
B1 Tower Deck People 2	Area	74.8	27.9	38.0	54.7	69.8	71.0	67.5	62.8	52.3
B1 Tower Deck People 3	Area	82.9	36.0	46.1	62.8	77.9	79.1	75.6	70.9	60.4
B2 Roof Deck People 1	Area	79.6	32.7	42.8	59.5	74.6	75.8	72.3	67.6	57.1
B2 Roof Deck People 2	Area	80.8	33.9	44.0	60.7	75.8	77.0	73.5	68.8	58.3
B3 & B4 Ground People	Area	93.4	46.5	56.6	73.3	88.4	89.6	86.1	81.4	70.9
B3 Roof Deck People 1	Area	86.7	39.8	49.9	66.6	81.7	82.9	79.4	74.7	64.2
B3 Roof Deck People 2	Area	86.7	39.8	49.9	66.6	81.7	82.9	79.4	74.7	64.2
B4 Roof Deck People	Area	80.3	33.4	43.5	60.2	75.3	76.5	73.0	68.3	57.8
B4 Tower Deck People 1	Area	81.3	34.4	44.5	61.2	76.3	77.5	74.0	69.3	58.8
B4 Tower Deck People 2	Area	85.4	38.5	48.6	65.3	80.4	81.6	78.1	73.4	62.9
C1 & C2 Ground People	Area	97.5	50.6	60.7	77.4	92.5	93.7	90.2	85.5	75.0
C2 Tower Deck People 1	Area	89.6	42.7	52.8	69.5	84.6	85.8	82.3	77.6	67.1
C2 Tower Deck People 2	Area	92.4	45.5	55.6	72.3	87.4	88.6	85.1	80.4	69.9
C3 & C4 Ground People	Area	102.0	55.1	65.2	81.9	97.0	98.2	94.7	90.0	79.5
D1 Roof Deck People	Area	83.3	36.4	46.5	63.2	78.3	79.5	76.0	71.3	60.8
D1 Tower Deck People	Area	79.6	32.7	42.8	59.5	74.6	75.8	72.3	67.6	57.1

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

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Source	Leq,d dB(A)	
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Receiver R1-Project_Site_W_Boundary	Leq,d 70.1	dB(A)
A1 Ground People	70.1	
A1 Main Pool Deck People	32.0	
A1 Roof Deck People 2	26.3	
B1 & B2 Ground People	26.0	
A1 Roof Deck People 1	21.2	
C3 & C4 Ground People	20.8	
B3 & B4 Ground People	18.5	
C1 & C2 Ground People	17.5	
A1 Terrace People	16.4	
C2 Tower Deck People 2	10.5	
B2 Roof Deck People 2	7.2	
C2 Tower Deck People 1	7.1	
B4 Tower Deck People 2	7.1	
B2 Roof Deck People 1	5.5	
B3 Roof Deck People 2	5.4	
B4 Tower Deck People 1	4.9	
B1 Roof Deck People 2	4.8	
B3 Roof Deck People 1	4.6	
B1 Tower Deck People 3	3.9	
B4 Roof Deck People	3.0	
B1 Roof Deck People 1	2.8	
D1 Roof Deck People	1.4	
B1 Tower Deck People 2	-1.6	
B1 Tower Deck People 1	-7.3	
D1 Tower Deck People	-16.5	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
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**9**

Source	Leq,d dB(A)	
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Receiver R2-Project_Site_N_Boundary	Leq,d 70.8	dB(A)
B1 & B2 Ground People	70.8	
A1 Ground People	41.9	
A1 Terrace People	35.1	
B2 Roof Deck People 1	34.9	
B4 Tower Deck People 1	31.4	
A1 Main Pool Deck People	31.2	
C3 & C4 Ground People	26.6	
A1 Roof Deck People 1	24.7	
D1 Roof Deck People	24.6	
C1 & C2 Ground People	24.0	
B1 Tower Deck People 2	23.2	
B3 & B4 Ground People	20.5	
B4 Roof Deck People	20.3	
C2 Tower Deck People 2	17.3	
A1 Roof Deck People 2	15.6	
B1 Tower Deck People 1	15.5	
B1 Tower Deck People 3	14.7	
B1 Roof Deck People 2	14.3	
B3 Roof Deck People 2	13.5	
B2 Roof Deck People 2	13.5	
C2 Tower Deck People 1	13.3	
B4 Tower Deck People 2	12.0	
D1 Tower Deck People	11.7	
B1 Roof Deck People 1	11.3	
B3 Roof Deck People 1	10.8	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
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Source	Leq,d dB(A)	
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Receiver R3-Church_On_Las_Palmas	Leq,d 53.3	dB(A)
B1 & B2 Ground People	53.1	
C1 & C2 Ground People	36.8	
C3 & C4 Ground People	35.5	
B1 Tower Deck People 3	30.1	
C2 Tower Deck People 2	26.9	
A1 Main Pool Deck People	25.1	
D1 Roof Deck People	23.3	
D1 Tower Deck People	23.2	
C2 Tower Deck People 1	22.8	
B3 & B4 Ground People	22.6	
B3 Roof Deck People 2	20.1	
A1 Ground People	19.1	
B3 Roof Deck People 1	18.7	
A1 Roof Deck People 1	16.7	
B4 Tower Deck People 2	16.6	
B1 Roof Deck People 1	16.0	
A1 Roof Deck People 2	15.7	
B4 Tower Deck People 1	15.4	
B1 Roof Deck People 2	13.5	
B4 Roof Deck People	11.2	
A1 Terrace People	10.9	
B2 Roof Deck People 1	10.8	
B1 Tower Deck People 1	10.8	
B2 Roof Deck People 2	10.3	
B1 Tower Deck People 2	6.8	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
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**9**

Source	Leq,d dB(A)	
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Receiver R4-Project_Site_E_Boundary_ChurchUse	Leq,d 57.8	dB(A)
C3 & C4 Ground People	57.0	
C2 Tower Deck People 1	48.0	
C1 & C2 Ground People	45.0	
C2 Tower Deck People 2	40.9	
B1 & B2 Ground People	33.6	
A1 Roof Deck People 1	22.5	
A1 Main Pool Deck People	21.6	
B3 Roof Deck People 1	20.9	
D1 Roof Deck People	20.0	
B4 Tower Deck People 2	19.8	
D1 Tower Deck People	19.8	
B1 Tower Deck People 3	19.1	
B3 & B4 Ground People	18.0	
A1 Roof Deck People 2	17.9	
B4 Roof Deck People	14.9	
B1 Roof Deck People 1	14.1	
A1 Ground People	12.9	
B3 Roof Deck People 2	11.3	
B4 Tower Deck People 1	10.0	
B1 Roof Deck People 2	7.0	
A1 Terrace People	3.3	
B2 Roof Deck People 2	2.3	
B2 Roof Deck People 1	0.2	
B1 Tower Deck People 2	-2.7	
B1 Tower Deck People 1	-4.7	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R5-Residence_On_Cassil_PI	Leq,d 41.9	dB(A)
C3 & C4 Ground People	38.6	
C2 Tower Deck People 1	36.0	
C1 & C2 Ground People	31.3	
C2 Tower Deck People 2	30.2	
B1 & B2 Ground People	26.3	
D1 Roof Deck People	25.4	
D1 Tower Deck People	24.4	
B1 Tower Deck People 3	22.8	
B3 Roof Deck People 1	22.1	
A1 Main Pool Deck People	20.1	
A1 Roof Deck People 1	18.9	
B4 Tower Deck People 2	18.6	
B4 Roof Deck People	17.1	
A1 Roof Deck People 2	16.2	
B3 & B4 Ground People	15.1	
B1 Roof Deck People 1	14.7	
B4 Tower Deck People 1	14.6	
A1 Ground People	10.7	
B3 Roof Deck People 2	10.0	
B1 Roof Deck People 2	5.8	
A1 Terrace People	0.8	
B2 Roof Deck People 2	0.0	
B2 Roof Deck People 1	-1.8	
B1 Tower Deck People 2	-6.1	
B1 Tower Deck People 1	-8.8	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R6_Project_Site_S_Boundary	Leq,d	62.0	dB(A)
B3 & B4 Ground People	61.9		
C3 & C4 Ground People	37.8		
A1 Main Pool Deck People	34.6		
B4 Tower Deck People 2	30.3		
C1 & C2 Ground People	29.0		
B1 & B2 Ground People	27.9		
A1 Roof Deck People 1	24.3		
C2 Tower Deck People 2	23.2		
A1 Roof Deck People 2	21.0		
B3 Roof Deck People 2	17.9		
B3 Roof Deck People 1	16.8		
B2 Roof Deck People 2	16.5		
A1 Ground People	15.9		
C2 Tower Deck People 1	14.9		
B1 Tower Deck People 3	10.2		
B4 Tower Deck People 1	8.9		
B4 Roof Deck People	8.3		
B1 Roof Deck People 2	6.6		
A1 Terrace People	6.3		
B1 Roof Deck People 1	6.1		
D1 Roof Deck People	2.6		
B2 Roof Deck People 1	1.6		
D1 Tower Deck People	1.5		
B1 Tower Deck People 2	-2.8		
B1 Tower Deck People 1	-6.1		

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

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Source	Leq,d dB(A)	
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Receiver R7-Residence_On_LeLand_Wy	Leq,d	46.5	dB(A)
C3 & C4 Ground People	44.6		
C1 & C2 Ground People	40.1		
C2 Tower Deck People 2	35.0		
C2 Tower Deck People 1	29.5		
B1 & B2 Ground People	27.7		
B3 & B4 Ground People	24.4		
B1 Tower Deck People 3	22.3		
B3 Roof Deck People 1	21.5		
D1 Roof Deck People	19.0		
D1 Tower Deck People	18.2		
B4 Tower Deck People 2	14.4		
B4 Roof Deck People	13.8		
A1 Main Pool Deck People	13.7		
B1 Roof Deck People 1	13.2		
B3 Roof Deck People 2	12.7		
B1 Roof Deck People 2	9.9		
A1 Ground People	9.6		
B4 Tower Deck People 1	8.2		
A1 Roof Deck People 1	7.0		
A1 Roof Deck People 2	6.7		
A1 Terrace People	0.2		
B2 Roof Deck People 2	-1.8		
B1 Tower Deck People 2	-3.6		
B2 Roof Deck People 1	-4.9		
B1 Tower Deck People 1	-9.3		

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

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Source	Leq,d dB(A)	
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Receiver R8-Residence_On_Las_Palmas	Leq,d 45.6	dB(A)
B3 & B4 Ground People	42.1	
C1 & C2 Ground People	41.2	
C3 & C4 Ground People	34.8	
A1 Main Pool Deck People	32.0	
C2 Tower Deck People 2	31.5	
B1 & B2 Ground People	28.3	
C2 Tower Deck People 1	19.5	
D1 Roof Deck People	19.5	
B3 Roof Deck People 1	19.0	
D1 Tower Deck People	17.2	
B4 Tower Deck People 2	16.8	
B3 Roof Deck People 2	16.5	
A1 Roof Deck People 1	14.3	
A1 Ground People	13.4	
A1 Roof Deck People 2	12.9	
B4 Roof Deck People	7.5	
B2 Roof Deck People 2	5.8	
B1 Tower Deck People 3	5.5	
A1 Terrace People	3.7	
B4 Tower Deck People 1	3.6	
B1 Roof Deck People 2	2.9	
B1 Roof Deck People 1	1.3	
B2 Roof Deck People 1	-2.6	
B1 Tower Deck People 2	-7.3	
B1 Tower Deck People 1	-9.9	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R9-Motel_On_Sunset	Leq,d	51.8	dB(A)
B3 & B4 Ground People	51.3		
C3 & C4 Ground People	38.2		
A1 Main Pool Deck People	34.3		
B4 Tower Deck People 2	31.5		
C1 & C2 Ground People	29.6		
B1 & B2 Ground People	27.2		
A1 Roof Deck People 1	24.0		
B4 Roof Deck People	23.9		
A1 Roof Deck People 2	21.6		
C2 Tower Deck People 2	21.3		
B3 Roof Deck People 2	19.3		
B2 Roof Deck People 2	18.9		
B3 Roof Deck People 1	18.4		
A1 Ground People	16.9		
C2 Tower Deck People 1	11.9		
B1 Roof Deck People 2	10.8		
B1 Tower Deck People 3	9.3		
A1 Terrace People	8.6		
B4 Tower Deck People 1	8.6		
B1 Roof Deck People 1	6.1		
B2 Roof Deck People 1	2.5		
D1 Roof Deck People	1.2		
D1 Tower Deck People	0.0		
B1 Tower Deck People 2	-2.5		
B1 Tower Deck People 1	-7.6		

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R10-Residence_On_McCadden_PI	Leq,d 42.6	dB(A)
A1 Main Pool Deck People	38.5	
B2 Roof Deck People 2	34.8	
B4 Tower Deck People 2	32.9	
B1 & B2 Ground People	31.8	
B4 Tower Deck People 1	30.7	
B3 & B4 Ground People	28.3	
C3 & C4 Ground People	26.6	
B1 Tower Deck People 3	25.9	
B4 Roof Deck People	25.4	
A1 Roof Deck People 1	25.2	
C1 & C2 Ground People	24.9	
A1 Ground People	24.3	
A1 Roof Deck People 2	22.4	
C2 Tower Deck People 2	20.6	
B3 Roof Deck People 2	20.0	
A1 Terrace People	18.0	
B1 Roof Deck People 2	14.1	
C2 Tower Deck People 1	13.4	
B3 Roof Deck People 1	12.0	
B2 Roof Deck People 1	11.2	
B1 Roof Deck People 1	8.3	
D1 Roof Deck People	3.1	
B1 Tower Deck People 2	3.0	
D1 Tower Deck People	1.4	
B1 Tower Deck People 1	-4.2	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R11-Hollywood_HS	Leq,d 52.6	dB(A)
A1 Ground People	52.2	
B1 & B2 Ground People	39.4	
A1 Terrace People	34.6	
A1 Main Pool Deck People	30.5	
A1 Roof Deck People 2	25.5	
A1 Roof Deck People 1	23.6	
B2 Roof Deck People 1	22.5	
C3 & C4 Ground People	21.5	
D1 Roof Deck People	20.0	
B1 Tower Deck People 2	17.3	
B3 & B4 Ground People	16.8	
C1 & C2 Ground People	16.6	
B1 Roof Deck People 2	14.6	
B1 Tower Deck People 1	10.6	
C2 Tower Deck People 2	9.5	
B2 Roof Deck People 2	6.8	
B4 Tower Deck People 2	6.5	
C2 Tower Deck People 1	6.3	
B1 Roof Deck People 1	4.8	
B3 Roof Deck People 2	4.6	
B4 Tower Deck People 1	3.8	
B3 Roof Deck People 1	3.3	
B1 Tower Deck People 3	3.0	
B4 Roof Deck People	0.7	
D1 Tower Deck People	-0.6	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R12-El_Capitan_Theater	Leq,d 47.3	dB(A)
B1 & B2 Ground People	46.3	
C1 & C2 Ground People	36.0	
A1 Main Pool Deck People	35.0	
C3 & C4 Ground People	29.7	
A1 Terrace People	29.1	
B2 Roof Deck People 1	27.9	
A1 Ground People	27.4	
A1 Roof Deck People 1	24.9	
B1 Tower Deck People 1	22.5	
D1 Roof Deck People	22.0	
B1 Tower Deck People 2	20.1	
B4 Tower Deck People 1	19.4	
C2 Tower Deck People 2	18.9	
B2 Roof Deck People 2	17.7	
C2 Tower Deck People 1	17.2	
B4 Roof Deck People	17.1	
A1 Roof Deck People 2	16.3	
B3 & B4 Ground People	16.1	
D1 Tower Deck People	15.4	
B1 Tower Deck People 3	13.6	
B1 Roof Deck People 1	11.3	
B1 Roof Deck People 2	10.9	
B3 Roof Deck People 2	9.6	
B4 Tower Deck People 2	7.4	
B3 Roof Deck People 1	6.8	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R13-FutureResidence_On_Selma_Ave	Leq,d 58.6	dB(A)
A1 Ground People	58.4	
B1 & B2 Ground People	42.0	
A1 Terrace People	40.3	
A1 Main Pool Deck People	36.7	
B2 Roof Deck People 1	26.3	
A1 Roof Deck People 1	25.6	
A1 Roof Deck People 2	24.6	
C3 & C4 Ground People	23.9	
D1 Roof Deck People	23.1	
B1 Tower Deck People 2	19.7	
C1 & C2 Ground People	19.2	
B3 & B4 Ground People	18.3	
B1 Roof Deck People 2	14.3	
C2 Tower Deck People 2	13.0	
B1 Tower Deck People 1	12.2	
B2 Roof Deck People 2	10.6	
B4 Tower Deck People 2	9.9	
B3 Roof Deck People 2	8.0	
B4 Roof Deck People	7.5	
C2 Tower Deck People 1	7.5	
B1 Tower Deck People 3	7.1	
B4 Tower Deck People 1	6.3	
B1 Roof Deck People 1	5.9	
B3 Roof Deck People 1	5.6	
D1 Tower Deck People	1.3	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R14-FutureResidence_On_Selma	Leq,d 56.5	dB(A)
A1 Ground People	55.5	
A1 Terrace People	46.2	
B1 & B2 Ground People	46.2	
A1 Main Pool Deck People	39.5	
B2 Roof Deck People 1	30.5	
C3 & C4 Ground People	25.9	
A1 Roof Deck People 1	25.8	
B2 Roof Deck People 2	23.2	
D1 Roof Deck People	23.0	
B1 Tower Deck People 2	22.2	
C1 & C2 Ground People	22.1	
B3 & B4 Ground People	20.9	
A1 Roof Deck People 2	20.1	
B3 Roof Deck People 2	19.6	
B4 Roof Deck People	17.5	
B1 Tower Deck People 1	15.4	
B3 Roof Deck People 1	14.9	
B1 Roof Deck People 2	14.2	
C2 Tower Deck People 2	14.1	
B4 Tower Deck People 2	10.1	
B4 Tower Deck People 1	9.1	
C2 Tower Deck People 1	8.5	
B1 Tower Deck People 3	8.0	
B1 Roof Deck People 1	7.6	
D1 Tower Deck People	3.4	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R15-FutureResidence_On_Selma	Leq,d 53.5	dB(A)
B1 & B2 Ground People	52.8	
A1 Ground People	43.7	
A1 Terrace People	33.3	
C3 & C4 Ground People	33.2	
A1 Main Pool Deck People	33.0	
B2 Roof Deck People 1	32.9	
A1 Roof Deck People 1	25.3	
C1 & C2 Ground People	23.8	
B1 Tower Deck People 1	23.8	
D1 Roof Deck People	23.8	
B1 Tower Deck People 2	21.0	
D1 Tower Deck People	18.6	
C2 Tower Deck People 1	17.6	
C2 Tower Deck People 2	17.5	
B3 & B4 Ground People	17.3	
A1 Roof Deck People 2	15.0	
B1 Roof Deck People 2	13.5	
B1 Roof Deck People 1	13.4	
B1 Tower Deck People 3	13.2	
B4 Tower Deck People 1	12.1	
B4 Tower Deck People 2	10.2	
B2 Roof Deck People 2	9.9	
B3 Roof Deck People 2	7.4	
B3 Roof Deck People 1	7.3	
B4 Roof Deck People	6.1	

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**Crossroads Project EIR**  
**Assessed contribution level - People-Raised-Un-Mitigated**  
**(080118) - Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R16-Selma_Ele_School	Leq,d	47.9	dB(A)
C3 & C4 Ground People	46.8		
B1 & B2 Ground People	36.2		
A1 Ground People	35.6		
C2 Tower Deck People 1	34.9		
C1 & C2 Ground People	29.3		
A1 Main Pool Deck People	27.6		
D1 Roof Deck People	24.2		
A1 Roof Deck People 1	24.1		
A1 Terrace People	23.0		
B1 Tower Deck People 3	21.9		
B3 Roof Deck People 1	20.5		
C2 Tower Deck People 2	20.0		
B4 Roof Deck People	19.5		
B3 Roof Deck People 2	17.7		
B2 Roof Deck People 1	17.5		
B1 Tower Deck People 1	15.3		
B1 Roof Deck People 1	14.4		
D1 Tower Deck People	13.8		
B3 & B4 Ground People	13.8		
A1 Roof Deck People 2	11.1		
B4 Tower Deck People 2	10.7		
B4 Tower Deck People 1	10.3		
B1 Roof Deck People 2	6.1		
B1 Tower Deck People 2	5.7		
B2 Roof Deck People 2	1.2		

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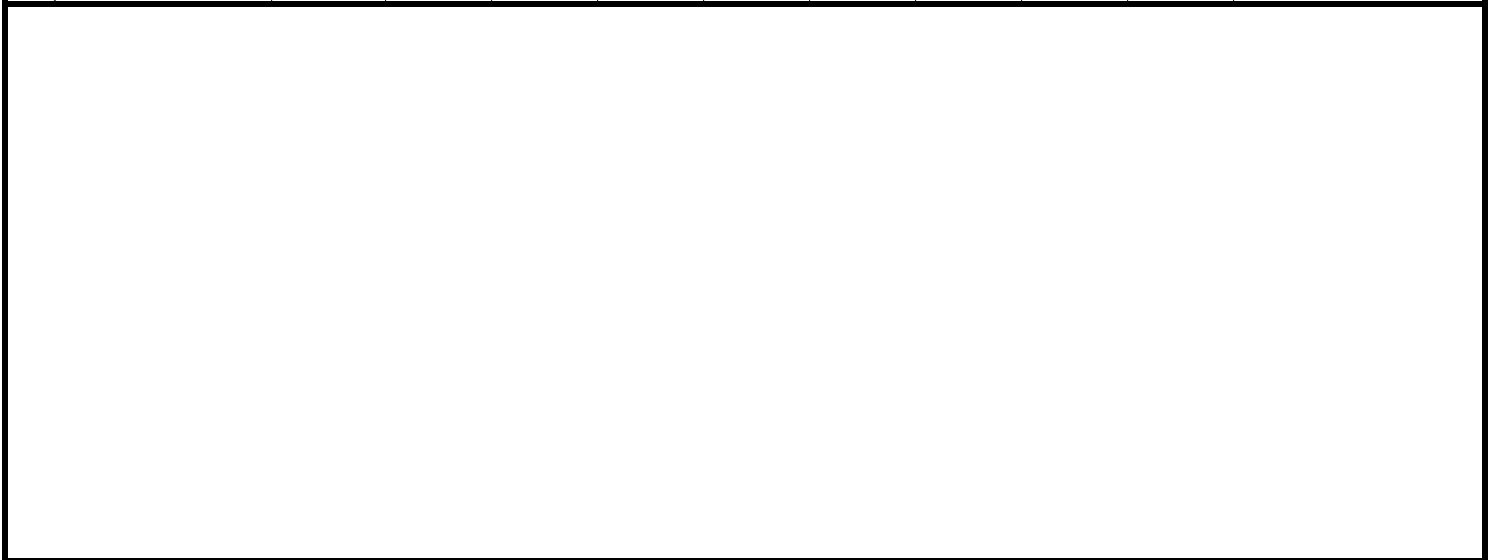
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# Crossroads Project EIR

## Octave spectra of the sources in dB(A) - Speakers-Un-Mitigated (080118) - Refined Project

3

Name	Source type	Lw dB(A)	125Hz dB	250Hz dB	500Hz dB	1kHz dB	2kHz dB	4kHz dB	8kHz dB
A1 Main Roof-Speaker1	Point	116.0	97.8	103.4	106.2	108.1	109.1	109.1	111.1
A1 Main Roof-Speaker2	Point	116.0	97.8	103.4	106.2	108.1	109.1	109.1	111.1
A1 Main Roof-Speaker4	Point	116.0	97.8	103.4	106.2	108.1	109.1	109.1	111.1
A1 Main Roof-Speaker5	Point	116.0	97.8	103.4	106.2	108.1	109.1	109.1	111.1
A1 Tower-Speaker1	Point	121.0	102.8	108.4	111.2	113.1	114.1	114.1	116.1
A1 Tower-Speaker2	Point	121.0	102.8	108.4	111.2	113.1	114.1	114.1	116.1
A1 Tower-Speaker3	Point	121.0	102.8	108.4	111.2	113.1	114.1	114.1	116.1
A1 Tower-Speaker4	Point	121.0	102.8	108.4	111.2	113.1	114.1	114.1	116.1
B1 Spkr 1	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
B1 Spkr 2	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
B1 Spkr 3	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
B1 Spkr 4	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
B1 Spkr 5	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
B1 Spkr 6	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
B1 Spkr 7	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
B3 Spkr 1	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
B3 Spkr 2	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C1 Spkr 1	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C1 Spkr 2	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C1 Spkr 3	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker1	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker2	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker4	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker7	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker8	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker9	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker10	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker11	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker12	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker14	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker16	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1
C3-Speaker18	Point	104.0	85.8	91.4	94.2	96.1	97.1	97.1	99.1





**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R1-Project_Site_W_Boundary	Leq,d 46.2	dB(A)
A1 Tower-Speaker4	35.6	
A1 Tower-Speaker1	33.6	
A1 Tower-Speaker2	37.8	
A1 Tower-Speaker3	34.0	
A1 Main Roof-Speaker1	32.0	
A1 Main Roof-Speaker2	42.6	
A1 Main Roof-Speaker4	36.9	
A1 Main Roof-Speaker5	27.8	
C3-Speaker1	4.2	
C3-Speaker2	20.1	
C3-Speaker4	19.4	
C3-Speaker7	17.9	
C3-Speaker8	18.7	
C3-Speaker9	16.8	
C3-Speaker10	15.8	
C3-Speaker11	16.0	
C3-Speaker12	15.0	
C3-Speaker14	15.4	
C3-Speaker16	5.2	
C3-Speaker18	11.1	
B1 Spkr 1	24.3	
B1 Spkr 2	26.2	
B1 Spkr 3	25.3	
B1 Spkr 4	9.1	
B1 Spkr 5	14.3	
B1 Spkr 6	12.2	
B1 Spkr 7	13.7	
C1 Spkr 2	11.4	
C1 Spkr 3	5.1	
C1 Spkr 1	12.4	
B3 Spkr 1	17.3	
B3 Spkr 2	17.6	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R2-Project_Site_N_Boundary	Leq,d 63.8	dB(A)
A1 Tower-Speaker4	34.6	
A1 Tower-Speaker1	34.8	
A1 Tower-Speaker2	36.9	
A1 Tower-Speaker3	29.1	
A1 Main Roof-Speaker1	36.4	
A1 Main Roof-Speaker2	28.7	
A1 Main Roof-Speaker4	30.9	
A1 Main Roof-Speaker5	38.0	
C3-Speaker1	10.6	
C3-Speaker2	29.0	
C3-Speaker4	25.1	
C3-Speaker7	20.0	
C3-Speaker8	21.9	
C3-Speaker9	18.7	
C3-Speaker10	8.8	
C3-Speaker11	17.4	
C3-Speaker12	11.2	
C3-Speaker14	16.4	
C3-Speaker16	9.1	
C3-Speaker18	19.8	
B1 Spkr 1	62.6	
B1 Spkr 2	55.0	
B1 Spkr 3	49.9	
B1 Spkr 4	51.7	
B1 Spkr 5	37.3	
B1 Spkr 6	24.9	
B1 Spkr 7	31.8	
C1 Spkr 2	21.3	
C1 Spkr 3	9.1	
C1 Spkr 1	10.2	
B3 Spkr 1	12.8	
B3 Spkr 2	13.8	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R3-Church_On_Las_Palmas	Leq,d 59.2	dB(A)
A1 Tower-Speaker4	21.6	
A1 Tower-Speaker1	28.0	
A1 Tower-Speaker2	38.4	
A1 Tower-Speaker3	26.7	
A1 Main Roof-Speaker1	26.9	
A1 Main Roof-Speaker2	21.5	
A1 Main Roof-Speaker4	25.2	
A1 Main Roof-Speaker5	37.2	
C3-Speaker1	24.1	
C3-Speaker2	34.2	
C3-Speaker4	35.3	
C3-Speaker7	28.2	
C3-Speaker8	31.3	
C3-Speaker9	24.7	
C3-Speaker10	14.3	
C3-Speaker11	23.6	
C3-Speaker12	22.3	
C3-Speaker14	22.3	
C3-Speaker16	21.7	
C3-Speaker18	27.6	
B1 Spkr 1	32.8	
B1 Spkr 2	23.0	
B1 Spkr 3	36.0	
B1 Spkr 4	29.7	
B1 Spkr 5	33.8	
B1 Spkr 6	50.8	
B1 Spkr 7	58.2	
C1 Spkr 2	31.3	
C1 Spkr 3	26.5	
C1 Spkr 1	27.7	
B3 Spkr 1	22.9	
B3 Spkr 2	19.6	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R4-Project_Site_E_Boundary_ChurchUse	Leq,d 49.5	dB(A)
A1 Tower-Speaker4	36.8	
A1 Tower-Speaker1	23.9	
A1 Tower-Speaker2	35.2	
A1 Tower-Speaker3	33.0	
A1 Main Roof-Speaker1	21.5	
A1 Main Roof-Speaker2	23.9	
A1 Main Roof-Speaker4	23.1	
A1 Main Roof-Speaker5	34.6	
C3-Speaker1	30.2	
C3-Speaker2	29.7	
C3-Speaker4	34.3	
C3-Speaker7	41.8	
C3-Speaker8	45.0	
C3-Speaker9	30.1	
C3-Speaker10	37.5	
C3-Speaker11	31.6	
C3-Speaker12	32.5	
C3-Speaker14	31.5	
C3-Speaker16	30.9	
C3-Speaker18	37.3	
B1 Spkr 1	21.0	
B1 Spkr 2	8.4	
B1 Spkr 3	26.0	
B1 Spkr 4	28.6	
B1 Spkr 5	21.0	
B1 Spkr 6	23.2	
B1 Spkr 7	26.2	
C1 Spkr 2	33.7	
C1 Spkr 3	24.7	
C1 Spkr 1	27.3	
B3 Spkr 1	23.0	
B3 Spkr 2	22.4	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R5-Residence_On_Cassil_PI	Leq,d 42.4	dB(A)
A1 Tower-Speaker4	22.1	
A1 Tower-Speaker1	21.3	
A1 Tower-Speaker2	31.3	
A1 Tower-Speaker3	33.4	
A1 Main Roof-Speaker1	17.8	
A1 Main Roof-Speaker2	26.9	
A1 Main Roof-Speaker4	28.0	
A1 Main Roof-Speaker5	26.4	
C3-Speaker1	28.8	
C3-Speaker2	30.0	
C3-Speaker4	29.3	
C3-Speaker7	31.5	
C3-Speaker8	25.6	
C3-Speaker9	30.3	
C3-Speaker10	31.4	
C3-Speaker11	31.3	
C3-Speaker12	30.7	
C3-Speaker14	27.9	
C3-Speaker16	24.9	
C3-Speaker18	24.5	
B1 Spkr 1	19.2	
B1 Spkr 2	5.4	
B1 Spkr 3	23.1	
B1 Spkr 4	16.1	
B1 Spkr 5	16.2	
B1 Spkr 6	19.0	
B1 Spkr 7	21.9	
C1 Spkr 2	25.0	
C1 Spkr 3	19.2	
C1 Spkr 1	19.0	
B3 Spkr 1	21.1	
B3 Spkr 2	21.2	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R6_Project_Site_S_Boundary	Leq,d 64.5	dB(A)
A1 Tower-Speaker4	32.4	
A1 Tower-Speaker1	39.7	
A1 Tower-Speaker2	31.7	
A1 Tower-Speaker3	34.6	
A1 Main Roof-Speaker1	44.0	
A1 Main Roof-Speaker2	36.2	
A1 Main Roof-Speaker4	36.1	
A1 Main Roof-Speaker5	42.4	
C3-Speaker1	8.9	
C3-Speaker2	18.0	
C3-Speaker4	19.8	
C3-Speaker7	28.3	
C3-Speaker8	26.7	
C3-Speaker9	28.5	
C3-Speaker10	25.3	
C3-Speaker11	32.1	
C3-Speaker12	28.1	
C3-Speaker14	46.9	
C3-Speaker16	32.2	
C3-Speaker18	22.5	
B1 Spkr 1	13.6	
B1 Spkr 2	11.5	
B1 Spkr 3	14.8	
B1 Spkr 4	28.6	
B1 Spkr 5	25.7	
B1 Spkr 6	28.9	
B1 Spkr 7	25.8	
C1 Spkr 2	13.5	
C1 Spkr 3	28.0	
C1 Spkr 1	25.8	
B3 Spkr 1	52.0	
B3 Spkr 2	64.0	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R7-Residence_On_LeLand_Wy	Leq,d 51.4	dB(A)
A1 Tower-Speaker4	18.2	
A1 Tower-Speaker1	25.4	
A1 Tower-Speaker2	25.6	
A1 Tower-Speaker3	17.7	
A1 Main Roof-Speaker1	21.3	
A1 Main Roof-Speaker2	11.5	
A1 Main Roof-Speaker4	11.2	
A1 Main Roof-Speaker5	21.0	
C3-Speaker1	26.6	
C3-Speaker2	21.8	
C3-Speaker4	18.7	
C3-Speaker7	24.8	
C3-Speaker8	33.1	
C3-Speaker9	32.5	
C3-Speaker10	38.1	
C3-Speaker11	16.4	
C3-Speaker12	29.0	
C3-Speaker14	49.4	
C3-Speaker16	43.4	
C3-Speaker18	25.0	
B1 Spkr 1	11.4	
B1 Spkr 2	12.3	
B1 Spkr 3	15.1	
B1 Spkr 4	17.2	
B1 Spkr 5	24.5	
B1 Spkr 6	29.2	
B1 Spkr 7	16.9	
C1 Spkr 2	37.0	
C1 Spkr 3	30.5	
C1 Spkr 1	39.4	
B3 Spkr 1	16.4	
B3 Spkr 2	26.4	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R8-Residence_On_Las_Palmas	Leq,d 48.3	dB(A)
A1 Tower-Speaker4	24.5	
A1 Tower-Speaker1	32.6	
A1 Tower-Speaker2	28.6	
A1 Tower-Speaker3	27.1	
A1 Main Roof-Speaker1	42.5	
A1 Main Roof-Speaker2	29.1	
A1 Main Roof-Speaker4	29.8	
A1 Main Roof-Speaker5	40.2	
C3-Speaker1	11.1	
C3-Speaker2	18.4	
C3-Speaker4	19.8	
C3-Speaker7	25.7	
C3-Speaker8	27.1	
C3-Speaker9	26.3	
C3-Speaker10	26.2	
C3-Speaker11	28.3	
C3-Speaker12	26.0	
C3-Speaker14	31.6	
C3-Speaker16	25.4	
C3-Speaker18	24.9	
B1 Spkr 1	9.0	
B1 Spkr 2	8.3	
B1 Spkr 3	9.8	
B1 Spkr 4	23.9	
B1 Spkr 5	20.4	
B1 Spkr 6	23.9	
B1 Spkr 7	26.9	
C1 Spkr 2	39.2	
C1 Spkr 3	28.1	
C1 Spkr 1	33.5	
B3 Spkr 1	37.2	
B3 Spkr 2	40.9	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R9-Motel_On_Sunset	Leq,d 51.2	dB(A)
A1 Tower-Speaker4	31.8	
A1 Tower-Speaker1	39.9	
A1 Tower-Speaker2	31.9	
A1 Tower-Speaker3	37.4	
A1 Main Roof-Speaker1	42.8	
A1 Main Roof-Speaker2	36.9	
A1 Main Roof-Speaker4	36.3	
A1 Main Roof-Speaker5	40.8	
C3-Speaker1	6.6	
C3-Speaker2	16.7	
C3-Speaker4	17.2	
C3-Speaker7	24.5	
C3-Speaker8	23.6	
C3-Speaker9	29.5	
C3-Speaker10	30.2	
C3-Speaker11	30.1	
C3-Speaker12	30.8	
C3-Speaker14	42.3	
C3-Speaker16	24.4	
C3-Speaker18	22.6	
B1 Spkr 1	10.5	
B1 Spkr 2	11.5	
B1 Spkr 3	11.0	
B1 Spkr 4	25.3	
B1 Spkr 5	24.7	
B1 Spkr 6	25.9	
B1 Spkr 7	25.7	
C1 Spkr 2	21.7	
C1 Spkr 3	25.5	
C1 Spkr 1	26.6	
B3 Spkr 1	46.3	
B3 Spkr 2	38.3	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R10-Residence_On_McCadden_PI	Leq,d 50.8	dB(A)
A1 Tower-Speaker4	32.9	
A1 Tower-Speaker1	39.5	
A1 Tower-Speaker2	34.1	
A1 Tower-Speaker3	33.6	
A1 Main Roof-Speaker1	47.1	
A1 Main Roof-Speaker2	40.5	
A1 Main Roof-Speaker4	40.1	
A1 Main Roof-Speaker5	44.4	
C3-Speaker1	5.8	
C3-Speaker2	21.1	
C3-Speaker4	22.2	
C3-Speaker7	23.0	
C3-Speaker8	24.3	
C3-Speaker9	21.6	
C3-Speaker10	21.0	
C3-Speaker11	21.5	
C3-Speaker12	21.4	
C3-Speaker14	21.3	
C3-Speaker16	14.9	
C3-Speaker18	13.1	
B1 Spkr 1	25.7	
B1 Spkr 2	26.6	
B1 Spkr 3	27.2	
B1 Spkr 4	25.3	
B1 Spkr 5	22.6	
B1 Spkr 6	23.3	
B1 Spkr 7	21.8	
C1 Spkr 2	16.3	
C1 Spkr 3	9.7	
C1 Spkr 1	23.0	
B3 Spkr 1	26.6	
B3 Spkr 2	28.8	

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	AES 22801 Crespi St Woodland Hills, CA 91364 USA	10
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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R11-Hollywood_HS	Leq,d 44.9	dB(A)
A1 Tower-Speaker4	34.2	
A1 Tower-Speaker1	35.0	
A1 Tower-Speaker2	33.3	
A1 Tower-Speaker3	35.2	
A1 Main Roof-Speaker1	39.6	
A1 Main Roof-Speaker2	35.8	
A1 Main Roof-Speaker4	31.9	
A1 Main Roof-Speaker5	34.7	
C3-Speaker1	4.7	
C3-Speaker2	26.0	
C3-Speaker4	18.9	
C3-Speaker7	15.8	
C3-Speaker8	16.7	
C3-Speaker9	15.1	
C3-Speaker10	13.7	
C3-Speaker11	14.2	
C3-Speaker12	13.1	
C3-Speaker14	13.8	
C3-Speaker16	4.0	
C3-Speaker18	9.9	
B1 Spkr 1	30.0	
B1 Spkr 2	24.9	
B1 Spkr 3	23.0	
B1 Spkr 4	10.7	
B1 Spkr 5	14.0	
B1 Spkr 6	12.3	
B1 Spkr 7	13.0	
C1 Spkr 2	11.3	
C1 Spkr 3	3.5	
C1 Spkr 1	4.1	
B3 Spkr 1	15.1	
B3 Spkr 2	15.5	

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	AES 22801 Crespi St Woodland Hills, CA 91364 USA	11
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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R12-EI_Capitan_Theater	Leq,d	dB(A)
A1 Tower-Speaker4	33.6	
A1 Tower-Speaker1	32.5	
A1 Tower-Speaker2	32.8	
A1 Tower-Speaker3	31.6	
A1 Main Roof-Speaker1	38.0	
A1 Main Roof-Speaker2	37.9	
A1 Main Roof-Speaker4	42.1	
A1 Main Roof-Speaker5	44.6	
C3-Speaker1	15.2	
C3-Speaker2	23.0	
C3-Speaker4	22.1	
C3-Speaker7	19.4	
C3-Speaker8	22.2	
C3-Speaker9	20.8	
C3-Speaker10	13.9	
C3-Speaker11	22.0	
C3-Speaker12	18.6	
C3-Speaker14	20.2	
C3-Speaker16	19.2	
C3-Speaker18	23.9	
B1 Spkr 1	43.8	
B1 Spkr 2	20.3	
B1 Spkr 3	27.4	
B1 Spkr 4	27.7	
B1 Spkr 5	26.7	
B1 Spkr 6	12.8	
B1 Spkr 7	34.7	
C1 Spkr 2	28.3	
C1 Spkr 3	25.5	
C1 Spkr 1	26.8	
B3 Spkr 1	14.3	
B3 Spkr 2	10.0	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R13-FutureResidence_On_Selma_Ave	Leq,d	47.6	dB(A)
A1 Tower-Speaker4	32.1		
A1 Tower-Speaker1	34.7		
A1 Tower-Speaker2	31.8		
A1 Tower-Speaker3	36.9		
A1 Main Roof-Speaker1	41.3		
A1 Main Roof-Speaker2	43.2		
A1 Main Roof-Speaker4	38.6		
A1 Main Roof-Speaker5	31.9		
C3-Speaker1	13.4		
C3-Speaker2	28.0		
C3-Speaker4	20.5		
C3-Speaker7	18.4		
C3-Speaker8	18.0		
C3-Speaker9	16.5		
C3-Speaker10	6.2		
C3-Speaker11	16.8		
C3-Speaker12	14.2		
C3-Speaker14	14.6		
C3-Speaker16	5.6		
C3-Speaker18	13.4		
B1 Spkr 1	32.2		
B1 Spkr 2	27.2		
B1 Spkr 3	26.0		
B1 Spkr 4	16.5		
B1 Spkr 5	17.6		
B1 Spkr 6	9.2		
B1 Spkr 7	15.9		
C1 Spkr 2	13.8		
C1 Spkr 3	6.9		
C1 Spkr 1	6.0		
B3 Spkr 1	16.0		
B3 Spkr 2	17.2		

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	AES 22801 Crespi St Woodland Hills, CA 91364 USA	13
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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R14-FutureResidence_On_Selma	Leq,d 52.8	dB(A)
A1 Tower-Speaker4	34.0	
A1 Tower-Speaker1	35.1	
A1 Tower-Speaker2	33.9	
A1 Tower-Speaker3	34.7	
A1 Main Roof-Speaker1	43.5	
A1 Main Roof-Speaker2	42.8	
A1 Main Roof-Speaker4	49.1	
A1 Main Roof-Speaker5	41.2	
C3-Speaker1	16.8	
C3-Speaker2	29.2	
C3-Speaker4	24.3	
C3-Speaker7	17.5	
C3-Speaker8	19.0	
C3-Speaker9	18.3	
C3-Speaker10	8.7	
C3-Speaker11	18.1	
C3-Speaker12	17.7	
C3-Speaker14	17.7	
C3-Speaker16	15.8	
C3-Speaker18	15.6	
B1 Spkr 1	45.5	
B1 Spkr 2	39.2	
B1 Spkr 3	25.9	
B1 Spkr 4	23.3	
B1 Spkr 5	21.1	
B1 Spkr 6	18.0	
B1 Spkr 7	21.0	
C1 Spkr 2	18.6	
C1 Spkr 3	7.9	
C1 Spkr 1	9.5	
B3 Spkr 1	20.1	
B3 Spkr 2	16.0	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R15-FutureResidence_On_Selma	Leq,d 56.1	dB(A)
A1 Tower-Speaker4	34.6	
A1 Tower-Speaker1	34.4	
A1 Tower-Speaker2	36.1	
A1 Tower-Speaker3	30.7	
A1 Main Roof-Speaker1	38.2	
A1 Main Roof-Speaker2	31.3	
A1 Main Roof-Speaker4	29.2	
A1 Main Roof-Speaker5	45.7	
C3-Speaker1	22.3	
C3-Speaker2	35.3	
C3-Speaker4	27.8	
C3-Speaker7	21.5	
C3-Speaker8	27.3	
C3-Speaker9	18.7	
C3-Speaker10	11.4	
C3-Speaker11	20.0	
C3-Speaker12	15.1	
C3-Speaker14	16.9	
C3-Speaker16	8.3	
C3-Speaker18	21.4	
B1 Spkr 1	54.8	
B1 Spkr 2	46.3	
B1 Spkr 3	29.2	
B1 Spkr 4	24.0	
B1 Spkr 5	31.5	
B1 Spkr 6	22.9	
B1 Spkr 7	30.3	
C1 Spkr 2	22.4	
C1 Spkr 3	9.1	
C1 Spkr 1	10.1	
B3 Spkr 1	13.0	
B3 Spkr 2	12.0	

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**Crossroads Project EIR**  
**Assessed contribution level - Speakers-Un-Mitigated (080118) -**  
**Refined Project**

**9**

Source	Leq,d dB(A)	
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Receiver R16-Selma_Ele_School	Leq,d 53.8	dB(A)
A1 Tower-Speaker4	37.3	
A1 Tower-Speaker1	41.6	
A1 Tower-Speaker2	34.9	
A1 Tower-Speaker3	22.1	
A1 Main Roof-Speaker1	36.3	
A1 Main Roof-Speaker2	27.2	
A1 Main Roof-Speaker4	18.7	
A1 Main Roof-Speaker5	28.4	
C3-Speaker1	34.6	
C3-Speaker2	53.0	
C3-Speaker4	30.6	
C3-Speaker7	28.7	
C3-Speaker8	28.5	
C3-Speaker9	20.4	
C3-Speaker10	29.3	
C3-Speaker11	30.4	
C3-Speaker12	24.4	
C3-Speaker14	27.9	
C3-Speaker16	26.6	
C3-Speaker18	33.3	
B1 Spkr 1	27.3	
B1 Spkr 2	7.2	
B1 Spkr 3	21.7	
B1 Spkr 4	8.1	
B1 Spkr 5	16.3	
B1 Spkr 6	22.6	
B1 Spkr 7	25.0	
C1 Spkr 2	23.3	
C1 Spkr 3	13.1	
C1 Spkr 1	22.4	
B3 Spkr 1	16.1	
B3 Spkr 2	15.3	

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	AES 22801 Crespi St Woodland Hills, CA 91364 USA	16
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## **Appendix E**

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### Employment and Utility Calculations

### Employment Generation Calculations

Land Use	Existing	Unit	Direct Jobs <sup>a</sup>	Jobs/Employees
	Square Footage			
<b>Existing</b>				
Multi-Family Residential	82	DU	-	-
Commercial/Retail	26,690	sf	0.0027100	72
Restaurant	475	sf	0.0027100	1
Office	79,107	sf	0.0047900	379
Surface Parking	-	sf	-	
<b>Total Existing</b>				<b>453</b>
<b>Refined Project</b>				
Multi-Family Residential	950	DU	-	-
Commercial (Retail/Restaurant/Movie Theater & Supermark	190,000	sf	0.0027100	515
Hotel (308 rooms)	320,000	sf	0.0011300	362
Parking Structure	941,771	sf	0.0000833	78
<b>Total Proposed</b>				<b>955</b>
<b>Total Net Proposed [c]</b>				<b>502</b>
<b>Difference (Refined Project - Original Project)</b>				<b>(497)</b>
<i>Note: Numbers may not total due to rounding</i>				
[a] Based on employee generation factors provided in the LAUSD Developer Fee Justification Study, February 9, 2012.				
[b] LAUSD employee generation factors for Entertainment Venue and Theater is not available. Therefore the rate for Neighborhood Shopping Center is used for a conservative estimate.				
[c] Total net proposed includes existing uses that would be retained and/or rehabilitated.				

**Solid Waste Generation Calculations**

<b>Land Use</b>	<b>Square Footage</b>	<b>Unit</b>	<b>Direct Jobs<sup>a</sup></b>	<b>Jobs/Employees</b>	<b>Solid Waste Generation Rates [b] [c]</b>	<b>Units</b>	<b>Total Solid Waste (tons/year)</b>
<b>Existing</b>							
Multi-Family Residential	82	du	-	-	2.23	tons/household/year	183
Commercial/Retail	26,690	sf	0.00271	72	0.91	tons/employee/year	66
Restaurant [d]	475	sf	0.00271	2	2.98	tons/employee/year	6
Office	79,107	sf	0.00479	379	0.37	tons/employee/year	140
<b>Total Existing</b>							<b>395</b>
<b>Modified Project</b>							
Multi-Family Residential	950	du			2.23	tons/household/year	2,119
Commercial/Retail	140,000	sf	0.00271	379	0.91	tons/employee/year	345
Hotel	320,000	sf	0.00113	362	3.03	tons/employee/year	1,096
Entertainment Venue	24,000	sf	0.00271	65	0.91	tons/employee/year	59
Movie Theater	26,000	sf	0.00271	70	0.91	tons/employee/year	64
Parking Structure	941,771	sf	0.0000833	78	-		-
<b>Total</b>							<b>3,683</b>
<b>Total Net</b>							<b>3,288</b>
<b>Total Net after 50% Recycling</b>							<b>1,644</b>
<b>Difference in Total Net (Modified Project - Original Project)</b>							<b>(1,033)</b>
<b>Difference after 50% Recycling</b>							<b>(516)</b>
<p>a Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rates for “Neighborhood ShoppingCenters” (0.00271 employee per average sf) and “Standard Commercial Offices” (0.00431 employee per average sf).</p> <p>b Non-residential yearly solid waste generation factors from City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, July 2002. With respect to existing uses, assumes rate for Services-Business for office uses (0.37 tons per employee per year), rate for Retail-Miscellaneous for Commercial uses (0.91 tons per employee per year) and rate for Retail-Restaurant for Commercial uses (2.98 tons per employee per year). With respect to proposed uses, assumes rate for “Services—Hotel and Lodging” for Hotel (3.03 tons per employee per year), rate for Services-Business for office uses (0.37 tons per employee per year , rate for Retail-Miscellaneous for Commercial , enertainmentnet venue and theater uses (0.91 tons per employee per year)</p> <p>c Residential solid waste generation factor based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year), pursuant to the L.A. City CEQA Thresholds Guide.</p> <p>d Based on the employee generation rates for “Neighborhood Shopping Centers” (0.00271 employee per average sf) in the LAUSD 2012 Developer Fee Justification Study, the Restaurant use generates one employee. However, this analysis assumes a minimum of 2 employees based on practical considerations.</p>							

## Water Supply Calculations

Land Use	Size	Seats	Water Demand Rate <sup>a</sup>	Demand (gpd)
<b>Existing</b>				
Residential - Multi Family	78 du			
Residential - Duplex	4 du			
Commercial/Retail	26,690 sf			
Restaurantl [c]	475 sf			
Office	79,107 sf			
<b>Subtotal Existing [b]</b>				<b>11,891</b>
<b>Modified Project</b>				
Residential Studio	325 du		75	24,375
Residential 1-Bedroom	382 du		110	42,020
Residential 2-Bedroom	243 du		150	36,450
Shopping Center	67,500 sf		0.05	3,375
High Quality Restaurant [e]	36,250 sf	1,208	30	36,250
High Turnover Restaurant [e]	36,250 sf	1,208	25	30,208
Hotel Room	308 rooms		120	36,960
Entertainment Venue [d][e]	24,000 sf	1,428	30	42,840
Movie Theater [f]	26,000 sf	520	3	1,560
Subterranean Parking [g]	941,771 sf		0.02	619
Landscaping [h]	31,507 sf			2,943
Cooling Tower [i]	4,651 tons		35.64	165,762
<b>Subtotal Proposed</b>				<b>423,362</b>
<b>Net Total</b>				<b>411,471</b>

<sup>a</sup> Based on sewage generation rates provided by the City of Los Angeles Bureau of Engineering (2012).

<sup>b</sup> The existing water demand is based on the LADWP billing data (average of approximately August 2013 - May 2016), and includes water use for the surrounding parking lots and landscape, and 50,000 sf of Crossroads of the World to be retained and converted to Retail/Restaurant uses.

<sup>c</sup> Assumes 60 percent of restaurant area is available for patrons with 12 sf/patron for existing restaurant seats.

<sup>d</sup> Bureau of Sanitation's sewer generation rate for Entertainment Venue is not available. Therefore the rate for Restaurant: Full Service Indoor Seat is used for a conservative estimate.

<sup>e</sup> Number of seats based on Los Angeles Department of Water and Power standard of 1 seat/30 sf for restaurants and assumes the same as that of the original Project.

<sup>f</sup> Conservatively assumes 1-seat/25 sf for the movie theater based on current practices

<sup>g</sup> Assumes the total net parking area, as measured to the inside of the perimeter retaining wall as 96.5 % of the total gross parking area of 1,154,053 square feet.

<sup>h</sup> Assumes landscape features and associated water generation under the modified Project would be the same as that of the original Project.

<sup>i</sup> Assumes Cooling Tower Water Demand = 0.73% of the total area of all towers consisting of 8-stories or more (A1, B1 & B3) = 0.73% \* 796,328 = 5,813 tons. Chiller Capacity = 5,813 tons \* (12,000 Btu per hour/15,000 Btu per hour)

## Wastewater Calculations

Land Use	Size	Seats	Water Demand	Demand (gpd)
<b>Existing</b>				
Residential - Multi Family	78 du			
Residential - Duplex	4 du			
Commercial/Retail	26,690 sf			
Restaurantl [c]	475 sf			
Office	79,107 sf			
<b>Subtotal Existing [b]</b>				<b>11,891</b>
<b>Modified Project</b>				
Residential Studio	325 du		75	24,375
Residential 1-Bedroom	382 du		110	42,020
Residential 2-Bedroom	243 du		150	36,450
Shopping Center	70,000 sf		0.05	3,500
High Quality Restaurant [e]	35,000 sf	1,167	30	35,000
High Turnover Restaurant [e]	35,000 sf	1,167	25	29,167
Hotel Room	308 rooms		120	36,960
Entertainment Venue [d][e]	24,000 sf	1,428	30	42,840
Movie Theater [f]	26,000 sf	520	3	1,560
Subterranean Parking/Parking Structure	941,771 sf		0.02	619
Landscaping [g]	31,507 sf		0	0
Cooling Tower [h]				35,473
<b>Subtotal Proposed</b>				<b>287,964</b>
<b>Net Total</b>				<b>276,073</b>

<sup>a</sup> Based on sewage generation rates provided by the City of Los Angeles Bureau of Engineering (2012).

<sup>b</sup> The existing wastewater generation is based on the LADWP billing data (average of approximately August 2013 - May 2016), and includes water use for the surrounding parking lots and landscape, and 50,000 sf of Crossroads of the World to be retained and converted to Retail/Restaurant uses.

<sup>c</sup> Assumes 60 percent of restaurant area is available for patrons with 12 sf/patron for existing restaurant seats.

<sup>d</sup> Bureau of Sanitation's sewer generation rate for Entertainment Venue is not available. Therefore the rate for Restaurant:Full Service Indoor Seat is used for a conservative estimate.

<sup>e</sup> Number of seats based on Los Angeles Department of Water and Power standard of 1 seat/30 sf for restaurants.

<sup>f</sup> Conservatively assumes 1-seat/25 sf for the movie theater based on current practices

<sup>g</sup> Assumes same landscaping area as the original Project.

<sup>h</sup> Assumes Wastewater generated from Cooling Tower = 21.4% of Cooling Tower Water Demand = 21.4% \* 165,762 tons.

## **Appendix F**

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### Traffic Technical Memorandum

## MEMORANDUM

**TO:** Stephanie Eyestone-Jones, Eyestone Environmental

**FROM:** Sarah M. Drobis, P.E., and Emily Wong, P.E.

**DATE:** July 30, 2018

**RE:** Traffic Impact Analysis of the Refined Project  
Crossroads Hollywood  
Hollywood, California

**Ref:** J1308

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Gibson Transportation Consulting, Inc. (GTC) reviewed the latest refinements to the development program and site plan for Crossroads Hollywood (Refined Project) as part of the Errata to the Final Environmental Impact Report (EIR). GTC compared the latest plans for the Refined Project with the project defined in the May 2017 Draft EIR (Original Project) and the previous modified development program (Modified Project) defined in the Final EIR that was evaluated in *Traffic Impact Analysis for the Modified Project of the Crossroads Hollywood Project* (GTC, February 2018) (Modified Project Memorandum).

Consistent with the Modified Project, the Refined Project includes a reduced development program from the Original Project. The Refined Project includes 950 apartment units, a 308-room hotel, and approximately 190,000 square feet (sf) of commercial uses. The commercial component of the Refined Project, however, may include supermarket uses (similar to, but smaller than the Original Project), in addition to the commercial retail, restaurant, and entertainment uses proposed as part of the Modified Project. Although the specific commercial tenants have not been determined at this time, the commercial component of the Refined Project includes a potential range in tenants that may be considered. The existing Crossroads of the World complex would continue to be retained and rehabilitated as part of the Refined Project.

The realignment of Las Palmas Avenue would not be included in the design plans of the Refined Project, similar to the Modified Project. Without the realignment of Las Palmas Avenue, the Hollywood Reporter Building would be retained and maintained in its current location, similar to the Modified Project.

As proposed as part of the Modified Project, parking for the Refined Project would be provided within on-site subterranean garages, as well as within a new multi-level commercial-serving parking structure on the adjacent church property. Vehicular access would be provided via driveways on Selma Avenue, Highland Avenue, McCadden Place, and Las Palmas Avenue.

The conceptual site plan for the Refined Project is illustrated in Figure 1. A summary of the Original Project, Modified Project, and Refined Project is provided in Table 1.

## **REFINED PROJECT TRAFFIC ANALYSIS**

After applying appropriate trip reductions and accounting for the removal of trips associated with the existing uses currently on-site detailed in Table 2, the Refined Project is estimated to generate 13,187 net new weekday daily trips, including 704 morning peak hour trips (231 inbound, 473 outbound) and 1,088 afternoon peak hour trips (681 inbound, 407 outbound), as shown in Table 3.

As described above, the Refined Project includes the construction of a new parking structure at the adjacent church. Therefore, the trip distribution patterns would be consistent with those detailed in the Modified Project Memorandum.

The Refined Project's mitigation program would be consistent with the Modified Project and would include the implementation of a TDM Program (TRA-MM-1), transit system improvements (TRA-MM-2), TSM improvements (TRA-MM-3), and the physical improvement proposing to widen and restripe the north leg of Las Palmas Avenue at Sunset Boulevard to provide one southbound left-turn lane, one shared through-right lane, and one right-turn lane (TRA-MM-5).

As detailed in Table 4, after implementation of a TDM Program, the Refined Project is anticipated to generate 11,684 net new daily weekday trips, including 618 morning peak hour trips (197 inbound, 420 outbound) and 959 afternoon peak hour trips (606 inbound, 353 outbound).

As shown in Table 5, the Refined Project trips would result in a significant impact at 21 of the 111 study intersections. With implementation of the mitigation program, the impacts at the following five intersections would remain significant and unavoidable under Future with Project with Mitigation Conditions, as detailed in Table 5:

- 37. Highland Avenue & Hollywood Boulevard (morning peak hour)
- 63. La Brea Avenue & Sunset Boulevard (morning and afternoon peak hours)
- 65. Highland Avenue & Sunset Boulevard (morning and afternoon peak hours)
- 70. Cahuenga Boulevard & Sunset Boulevard (morning and afternoon peak hours)
- 72. Vine Street & Sunset Boulevard (morning and afternoon peak hours)

## **CONCLUSION**

Overall, as summarized in Table 1, the overall significant impact conclusions of the Refined Project would be consistent with the Original Project and the Modified Project. Thus, the results of the Traffic Study, DEIR, and FEIR remain valid.





Source: Skidmore, Owings & Merrill LLP, July 2018

REFINED PROJECT SITE PLAN

FIGURE  
1

**TABLE 1  
CROSSROADS HOLLYWOOD  
PROJECT TRIP GENERATION SUMMARY**

Project Alternates	Trip Generation							Significant Impacts	
	Daily	A.M. Peak Hour			P.M. Peak Hour			Before Mitigation	After Mitigation
		In	Out	Total	In	Out	Total		
<b><u>Original Project</u></b> 308-room hotel, 872 residential units, 95,000 sf office & 185,000 sf commercial (retail, restaurant & supermarket)	<b>15,005</b>	<b>371</b>	<b>508</b>	<b>879</b>	<b>745</b>	<b>538</b>	<b>1,283</b>	22	5
<i>w/ TDM Program</i>	13,275	317	452	769	662	465	1,127		
<b><u>Modified Project</u></b> 308-room hotel, 950 residential units & 190,000 sf commercial (retail, restaurant, movie theater & entertainment venue)	<b>12,640</b>	<b>216</b>	<b>466</b>	<b>682</b>	<b>653</b>	<b>382</b>	<b>1,035</b>	21	5
<i>w/ TDM Program</i>	11,192	184	414	598	580	330	910		
<b><u>Refined Project</u></b> 308-room hotel, 950 residential units & 190,000 sf commercial (retail, restaurant, supermarket, movie theater & entertainment venue)	<b>13,187</b>	<b>231</b>	<b>473</b>	<b>704</b>	<b>681</b>	<b>407</b>	<b>1,088</b>	21	5
<i>w/ TDM Program</i>	11,684	197	420	618	606	353	959		

**TABLE 2  
TRIP GENERATION - EXISTING USES**

Land Use	ITE Land Use	Size	Weekday						
			Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<b><u>Trip Generation Rates [a]</u></b>									
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
<b>Residential</b>									
Apartments	220	84 du	559	9	34	43	34	18	52
		<i>Transit/Walk Adjustment - 15% [b]</i>	(84)	(1)	(5)	(6)	(5)	(3)	(8)
<b>Subtotal - Residential</b>			<b>475</b>	<b>8</b>	<b>29</b>	<b>37</b>	<b>29</b>	<b>15</b>	<b>44</b>
<b>Office</b>									
Office	710	79.1 ksf	873	108	15	123	20	98	118
		<i>Transit/Walk Adjustment - 15% [b]</i>	(131)	(16)	(2)	(18)	(3)	(15)	(18)
<b>Subtotal - Office</b>			<b>742</b>	<b>92</b>	<b>13</b>	<b>105</b>	<b>17</b>	<b>83</b>	<b>100</b>
<b>Shopping Center</b>									
Shopping Center [d]	820	26.7 ksf	1,140	16	10	26	48	51	99
		<i>Transit/Walk Adjustment - 15% [b]</i>	(171)	(2)	(2)	(4)	(7)	(8)	(15)
		<i>Pass-by Adjustment - 40% [c]</i>	(388)	(6)	(3)	(9)	(16)	(18)	(34)
<b>Subtotal - Shopping Center</b>			<b>581</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>50</b>
<b>High-Turnover Restaurant</b>									
High-Turnover Restaurant	932	0.5 ksf	60	3	2	5	3	2	5
		<i>Transit/Walk Adjustment - 15% [b]</i>	(9)	0	(1)	(1)	0	(1)	(1)
		<i>Pass-by Adjustment - 20% [c]</i>	(10)	(1)	0	(1)	(1)	0	(1)
<b>Subtotal - High-Turnover Restaurant</b>			<b>41</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>
<b>Total - Existing Uses</b>			<b>1,839</b>	<b>110</b>	<b>48</b>	<b>158</b>	<b>73</b>	<b>124</b>	<b>197</b>

ksf: 1,000 square feet

du: dwelling units

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

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Highland station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Traffic Study Policies and Procedures* (LADOT, August 2014).

[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

**TABLE 3  
TRIP GENERATION - REFINED PROJECT**

Land Use	ITE Land Use	Size	Weekday						
			Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Generation Rates [a]</b>									
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
Condominiums	230	per du	5.81	17%	83%	0.44	67%	33%	0.52
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
Supermarket	850	per ksf	102.24	62%	38%	3.40	51%	49%	9.48
Quality Restaurant	931	per ksf	89.95	55%	45%	0.81	67%	33%	7.49
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
<b>Proposed Project</b>									
Apartments	220	950 du	6,318	97	388	485	383	206	589
		<i>Transit/Walk Adjustment - 15% [b]</i>	(948)	(15)	(58)	(73)	(57)	(31)	(88)
<b>Subtotal - Apartments</b>			<b>5,370</b>	<b>82</b>	<b>330</b>	<b>412</b>	<b>326</b>	<b>175</b>	<b>501</b>
Hotel [c]	310	308 rooms	2,516	96	67	163	94	91	185
		<i>Transit/Walk Adjustment - 15% [b]</i>	(377)	(14)	(10)	(24)	(14)	(14)	(28)
<b>Subtotal - Hotel</b>			<b>2,139</b>	<b>82</b>	<b>57</b>	<b>139</b>	<b>80</b>	<b>77</b>	<b>157</b>
Shopping Center [d]	820	100.0 ksf	4,270	60	36	96	178	193	371
		<i>Transit/Walk Adjustment - 15% [b]</i>	(641)	(9)	(5)	(14)	(27)	(29)	(56)
		<i>Internal Capture Adjustment - 10% [e]</i>	(363)	(5)	(3)	(8)	(15)	(17)	(32)
		<i>Pass-by Adjustment - 40% [f]</i>	(1,306)	(18)	(12)	(30)	(54)	(59)	(113)
<b>Subtotal - Shopping Center</b>			<b>1,960</b>	<b>28</b>	<b>16</b>	<b>44</b>	<b>82</b>	<b>88</b>	<b>170</b>
Supermarket	850	20.0 ksf	2,045	42	26	68	97	93	190
		<i>Transit/Walk Adjustment - 15% [b]</i>	(307)	(6)	(4)	(10)	(15)	(14)	(29)
		<i>Internal Capture Adjustment - 10% [e]</i>	(174)	(4)	(2)	(6)	(8)	(8)	(16)
		<i>Pass-by Adjustment - 40% [f]</i>	(626)	(13)	(8)	(21)	(30)	(28)	(58)
<b>Subtotal - Supermarket</b>			<b>938</b>	<b>19</b>	<b>12</b>	<b>31</b>	<b>44</b>	<b>43</b>	<b>87</b>
Quality Restaurant	931	35.0 ksf	3,148	15	13	28	157	105	262
		<i>Transit/Walk Adjustment - 15% [b]</i>	(472)	(2)	(2)	(4)	(24)	(15)	(39)
		<i>Internal Capture Adjustment - 15% [e]</i>	(401)	(2)	(2)	(4)	(20)	(13)	(33)
		<i>Pass-by Adjustment - 10% [f]</i>	(228)	(1)	(1)	(2)	(11)	(8)	(19)
<b>Subtotal - Quality Restaurant</b>			<b>2,047</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>102</b>	<b>69</b>	<b>171</b>
High-Turnover Restaurant	932	35.0 ksf	4,450	208	170	378	207	138	345
		<i>Transit/Walk Adjustment - 15% [b]</i>	(668)	(31)	(26)	(57)	(31)	(21)	(52)
		<i>Internal Capture Adjustment - 15% [e]</i>	(567)	(27)	(21)	(48)	(26)	(18)	(44)
		<i>Pass-by Adjustment - 20% [f]</i>	(643)	(30)	(25)	(55)	(30)	(20)	(50)
<b>Subtotal - High-Turnover Restaurant</b>			<b>2,572</b>	<b>120</b>	<b>98</b>	<b>218</b>	<b>120</b>	<b>79</b>	<b>199</b>
<b>Total - Refined Project</b>			<b>15,026</b>	<b>341</b>	<b>521</b>	<b>862</b>	<b>754</b>	<b>531</b>	<b>1,285</b>
<b>Total - Existing Uses [g]</b>			<b>(1,839)</b>	<b>(110)</b>	<b>(48)</b>	<b>(158)</b>	<b>(73)</b>	<b>(124)</b>	<b>(197)</b>
<b>Total - Net New Refined Project Trips</b>			<b>13,187</b>	<b>231</b>	<b>473</b>	<b>704</b>	<b>681</b>	<b>407</b>	<b>1,088</b>

ksf: 1,000 square feet

du: dwelling units

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

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Highland station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Traffic Study Policies and Procedures* (LADOT, August 2014).

[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 retail and restaurant uses within the hotel were considered separately and included in the total retail and restaurant square footage to provide a conservative analysis.

[d] Shopping center includes retail, restaurant, and recreational uses.

[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system (e.g., hotel guests visiting retail/restaurant uses).

[f] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[g] See Table 2 for calculation of the Existing Use trip generation.

**TABLE 4  
REFINED MODIFIED PROJECT WITH TDM PROGRAM  
TRIP GENERATION**

Land Use	ITE Land Use	Size	Weekday						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Refined Project [a]</b>									
Apartments	220	950 du	5,370	82	330	412	326	175	501
Hotel [b]	310	308 rooms	2,139	82	57	139	80	77	157
Shopping Center [c]	820	100.0 ksf	1,960	28	16	44	82	88	170
Supermarket	850	20.0 ksf	938	19	12	31	44	43	87
Quality Restaurant	931	35.0 ksf	2,047	10	8	18	102	69	171
High-Turnover Restaurant	932	35.0 ksf	2,572	120	98	218	120	79	199
<b>TOTAL - REFINED PROJECT</b>			<b>15,026</b>	<b>341</b>	<b>521</b>	<b>862</b>	<b>754</b>	<b>531</b>	<b>1,285</b>
<b>TDM Program Reduction</b>									
Apartments <i>TDM Program Reduction - 10%</i>	220	950 du	(537)	(8)	(33)	(41)	(33)	(18)	(51)
Hotel [b] <i>TDM Program Reduction - 10%</i>	310	308 rooms	(214)	(8)	(6)	(14)	(8)	(8)	(16)
Shopping Center [c] <i>TDM Program Reduction - 10%</i>	820	100.0 ksf	(196)	(3)	(2)	(4)	(8)	(9)	(17)
Supermarket <i>TDM Program Reduction - 10%</i>	850	20.0 ksf	(94)	(2)	(1)	(3)	(4)	(4)	(8)
Quality Restaurant <i>TDM Program Reduction - 10%</i>	931	35.0 ksf	(205)	(1)	(1)	(2)	(10)	(7)	(17)
High-Turnover Restaurant <i>TDM Program Reduction - 10%</i>	932	35.0 ksf	(257)	(12)	(10)	(22)	(12)	(8)	(20)
<b>TOTAL - TDM PROGRAM REDUCTION</b>			<b>(1,503)</b>	<b>(34)</b>	<b>(53)</b>	<b>(86)</b>	<b>(75)</b>	<b>(54)</b>	<b>(129)</b>
<b>TOTAL - EXISTING USES [d]</b>			<b>(1,839)</b>	<b>(110)</b>	<b>(48)</b>	<b>(158)</b>	<b>(73)</b>	<b>(124)</b>	<b>(197)</b>
<b>TOTAL - NET NEW REFINED PROJECT TRIPS WITH TDM PROGRAM</b>			<b>11,684</b>	<b>197</b>	<b>420</b>	<b>618</b>	<b>606</b>	<b>353</b>	<b>959</b>

ksf: 1,000 square feet

du: dwelling units

[a] See Table 3 for calculation of Project trip generation.

[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 retail and restaurant uses within the hotel were considered separately and included in the total retail and restaurant square footage to provide a conservative analysis.

[c] Shopping center includes retail, restaurant, and recreational uses.

[d] See Table 2 for calculation of the Existing Use trip generation.

**TABLE 5  
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022) - REFINED PROJECT  
SIGNIFICANT IMPACT ANALYSIS**

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Cahuenga Blvd East & Pilgrimage Bridge	AM	0.615	B	0.620	B	0.005	NO	0.619	B	0.004	NO
		PM	0.683	B	0.686	B	0.003	NO	0.686	B	0.003	NO
2.	Highland Ave / US-101 NB On-ramp & Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	AM	0.536	A	0.541	A	0.005	NO	0.531	A	-0.005	NO
		PM	0.659	B	0.669	B	0.010	NO	0.658	B	-0.001	NO
3.	US-101 NB Off-ramp & Cahuenga Blvd	AM	0.409	A	0.415	A	0.006	NO	0.415	A	0.006	NO
		PM	0.840	D	0.845	D	0.005	NO	0.845	D	0.005	NO
4.	Highland Ave & Odin St	AM	0.753	C	0.760	C	0.007	NO	0.749	C	-0.004	NO
		PM	0.723	C	0.729	C	0.006	NO	0.718	C	-0.005	NO
5.	Odin St & Cahuenga Blvd	AM	0.478	A	0.479	A	0.001	NO	0.479	A	0.001	NO
		PM	0.847	D	0.853	D	0.006	NO	0.852	D	0.005	NO
6.	Highland Ave & Camrose Dr / Milner Rd	AM	0.702	C	0.709	C	0.007	NO	0.699	B	-0.003	NO
		PM	0.757	C	0.766	C	0.009	NO	0.755	C	-0.002	NO
7.	Cahuenga Blvd & US-101 NB Off-ramp	AM	0.400	A	0.410	A	0.010	NO	0.409	A	0.009	NO
		PM	0.731	C	0.741	C	0.010	NO	0.740	C	0.009	NO
8.	La Brea Ave & Franklin Ave	AM	0.631	B	0.635	B	0.004	NO	0.625	B	-0.006	NO
		PM	0.532	A	0.538	A	0.006	NO	0.528	A	-0.004	NO
9.	Outpost Dr & Franklin Ave	AM	0.715	C	0.717	C	0.002	NO	0.707	C	-0.008	NO
		PM	0.548	A	0.553	A	0.005	NO	0.542	A	-0.006	NO
10.	Orange Dr & Franklin Ave	AM	0.542	A	0.545	A	0.003	NO	0.535	A	-0.007	NO
		PM	0.641	B	0.643	B	0.002	NO	0.633	B	-0.008	NO
11.	Orchid Ave & Franklin Ave	AM	0.462	A	0.462	A	0.000	NO	0.452	A	-0.010	NO
		PM	0.424	A	0.424	A	0.000	NO	0.414	A	-0.010	NO
12.	Highland Ave & Franklin Ave (South)	AM	1.160	F*	1.160	F*	0.000	NO	1.150	F*	-0.010	NO
		PM	0.892	F*	0.892	F*	0.000	NO	0.882	F*	-0.010	NO
13.	Highland Ave & Franklin Ave (North)	AM	1.046	F*	1.055	F*	0.009	NO	1.035	F*	-0.011	NO
		PM	0.976	F*	0.986	F*	0.010	YES	0.975	F*	-0.001	NO
14.	Whitley Ave & Franklin Ave	AM	0.705	C	0.710	C	0.005	NO	0.683	B	-0.022	NO
		PM	0.691	B	0.703	C	0.012	NO	0.675	B	-0.016	NO
15.	Wilcox Ave & Franklin Ave	AM	0.907	E	0.913	E	0.006	NO	0.903	E	-0.004	NO
		PM	0.698	B	0.712	C	0.014	NO	0.700	B	0.002	NO
16.	Cahuenga Blvd & Franklin Ave	AM	1.073	F	1.083	F	0.010	YES	1.072	F	-0.001	NO
		PM	0.992	E	1.013	F	0.021	YES	1.001	F	0.009	NO
17.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM	0.363	A	0.366	A	0.003	NO	0.355	A	-0.008	NO
		PM	0.437	A	0.443	A	0.006	NO	0.432	A	-0.005	NO
18.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM	0.869	D	0.875	D	0.006	NO	0.863	D	-0.006	NO
		PM	0.909	E	0.913	E	0.004	NO	0.902	E	-0.007	NO
19.	Gower St & Franklin Ave	AM	0.678	B	0.682	B	0.004	NO	0.663	B	-0.015	NO
		PM	0.761	C	0.774	C	0.013	NO	0.755	C	-0.006	NO
20.	Beachwood Dr & Franklin Ave	AM	0.694	B	0.697	B	0.003	NO	0.678	B	-0.016	NO
		PM	0.682	B	0.691	B	0.009	NO	0.671	B	-0.011	NO
21.	Bronson Ave & Franklin Ave	AM	0.660	B	0.663	B	0.003	NO	0.644	B	-0.016	NO
		PM	0.783	C	0.787	C	0.004	NO	0.769	C	-0.014	NO
22.	Wilton Pl & Franklin Ave	AM	0.589	A	0.591	A	0.002	NO	0.572	A	-0.017	NO
		PM	0.710	C	0.713	C	0.003	NO	0.695	B	-0.015	NO
23.	Western Ave & Franklin Ave	AM	0.932	E	0.933	E	0.001	NO	0.915	E	-0.017	NO
		PM	0.829	D	0.831	D	0.002	NO	0.812	D	-0.017	NO
24.	Highland Ave & Johnny Grant Way / Yucca St	AM	0.474	A	0.482	A	0.008	NO	0.465	A	-0.009	NO
		PM	0.487	A	0.502	A	0.015	NO	0.484	A	-0.003	NO
25.	Cahuenga Blvd & Yucca St	AM	0.591	A	0.597	A	0.006	NO	0.597	A	0.006	NO
		PM	0.701	C	0.711	C	0.010	NO	0.710	C	0.009	NO

**TABLE 5 (CONTINUED)**  
**FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022) - REFINED PROJECT**  
**SIGNIFICANT IMPACT ANALYSIS**

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
26.	Ivar Ave & Yucca St	AM	0.249	A	0.249	A	0.000	NO	0.249	A	0.000	NO
		PM	0.315	A	0.317	A	0.002	NO	0.317	A	0.002	NO
27.	Vine St & Yucca St	AM	0.583	A	0.587	A	0.004	NO	0.587	A	0.004	NO
		PM	0.594	A	0.601	B	0.007	NO	0.601	B	0.007	NO
28.	Argyle Ave & Yucca St	AM	0.259	A	0.260	A	0.001	NO	0.252	A	-0.007	NO
		PM	0.427	A	0.430	A	0.003	NO	0.422	A	-0.005	NO
29.	Gower St & Carlos Ave	AM	0.372	A	0.373	A	0.001	NO	0.373	A	0.001	NO
		PM	0.294	A	0.297	A	0.003	NO	0.297	A	0.003	NO
30.	Laurel Canyon Blvd & Hollywood Blvd	AM	0.562	A	0.566	A	0.004	NO	0.555	A	-0.007	NO
		PM	0.776	C	0.784	C	0.008	NO	0.774	C	-0.002	NO
31.	Fairfax Ave & Hollywood Blvd	AM	1.054	F	1.054	F	0.000	NO	1.044	F	-0.010	NO
		PM	0.924	E	0.927	E	0.003	NO	0.917	E	-0.007	NO
32.	Nichols Canyon Rd / Genesee Ave & Hollywood Blvd	AM	0.761	C	0.763	C	0.002	NO	0.753	C	-0.008	NO
		PM	0.597	A	0.599	A	0.002	NO	0.588	A	-0.009	NO
33.	Gardner St & Hollywood Blvd	AM	0.553	A	0.559	A	0.006	NO	0.549	A	-0.004	NO
		PM	0.555	A	0.565	A	0.010	NO	0.553	A	-0.002	NO
34.	Fuller Ave & Hollywood Blvd	AM	0.639	B	0.645	B	0.006	NO	0.635	B	-0.004	NO
		PM	0.596	A	0.604	B	0.008	NO	0.593	A	-0.003	NO
35.	La Brea Ave & Hollywood Blvd	AM	1.128	F *	1.139	F *	0.011	YES	1.127	F *	-0.001	NO
		PM	0.925	F *	0.937	F *	0.012	YES	0.926	F *	0.001	NO
36.	Orange Dr & Hollywood Blvd	AM	0.413	A	0.428	A	0.015	NO	0.417	A	0.004	NO
		PM	0.423	A	0.447	A	0.024	NO	0.434	A	0.011	NO
37.	Highland Ave & Hollywood Blvd	AM	0.948	F *	0.978	F *	0.030	YES	0.958	F *	0.010	YES
		PM	0.814	F *	0.831	F *	0.017	YES	0.814	F *	0.000	NO
38.	Las Palmas Ave & Hollywood Blvd	AM	0.477	A	0.506	A	0.029	NO	0.493	A	0.016	NO
		PM	0.609	B	0.683	B	0.074	NO	0.663	B	0.054	NO
39.	Cherokee Ave & Hollywood Blvd	AM	0.480	A	0.489	A	0.009	NO	0.478	A	-0.002	NO
		PM	0.365	A	0.386	A	0.021	NO	0.374	A	0.009	NO
40.	Whitley Ave & Hollywood Blvd	AM	0.497	A	0.507	A	0.010	NO	0.471	A	-0.026	NO
		PM	0.398	A	0.421	A	0.023	NO	0.384	A	-0.014	NO
41.	Wilcox Ave & Hollywood Blvd	AM	0.652	B	0.663	B	0.011	NO	0.643	B	-0.009	NO
		PM	0.650	B	0.673	B	0.023	NO	0.652	B	0.002	NO
42.	Cahuenga Blvd & Hollywood Blvd	AM	0.941	F *	0.955	F *	0.014	YES	0.935	F *	-0.006	NO
		PM	0.668	F *	0.689	F *	0.021	YES	0.668	F *	0.000	NO
43.	Ivar Ave & Hollywood Blvd	AM	0.608	B	0.616	B	0.008	NO	0.597	A	-0.011	NO
		PM	0.563	A	0.576	A	0.013	NO	0.557	A	-0.006	NO
44.	Vine St & Hollywood Blvd	AM	0.864	F *	0.875	F *	0.011	YES	0.855	F *	-0.009	NO
		PM	0.842	F *	0.862	F *	0.020	YES	0.842	F *	0.000	NO
45.	Argyle Ave & Hollywood Blvd	AM	0.596	A	0.605	B	0.009	NO	0.577	A	-0.019	NO
		PM	0.630	B	0.651	B	0.021	NO	0.622	B	-0.008	NO
46.	Gower St & Hollywood Blvd	AM	0.763	C	0.774	C	0.011	NO	0.763	C	0.000	NO
		PM	0.727	C	0.755	C	0.028	NO	0.743	C	0.016	NO
47.	Bronson Ave & Hollywood Blvd	AM	0.682	B	0.695	B	0.013	NO	0.684	B	0.002	NO
		PM	0.711	C	0.723	C	0.012	NO	0.711	C	0.000	NO
48.	US-101 SB Ramps & Hollywood Blvd	AM	0.732	C	0.738	C	0.006	NO	0.727	C	-0.005	NO
		PM	0.613	B	0.618	B	0.005	NO	0.608	B	-0.005	NO
49.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM	0.856	D	0.859	D	0.003	NO	0.849	D	-0.007	NO
		PM	0.629	B	0.641	B	0.012	NO	0.630	B	0.001	NO
50.	Wilton Pl & Hollywood Blvd	AM	0.896	D	0.900	D	0.004	NO	0.890	D	-0.006	NO
		PM	0.928	E	0.934	E	0.006	NO	0.924	E	-0.004	NO

**TABLE 5 (CONTINUED)**  
**FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022) - REFINED PROJECT**  
**SIGNIFICANT IMPACT ANALYSIS**

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
51.	Western Ave & Hollywood Blvd	AM	0.885	D	0.891	D	0.006	NO	0.881	D	-0.004	NO
		PM	0.903	E	0.908	E	0.005	NO	0.897	D	-0.006	NO
52.	La Brea Ave & Hawthorn Ave (North)	AM	0.447	A	0.447	A	0.000	NO	0.447	A	0.000	NO
		PM	0.471	A	0.471	A	0.000	NO	0.471	A	0.000	NO
53.	La Brea Ave & Hawthorn Ave (South)	AM	0.554	A	0.554	A	0.000	NO	0.554	A	0.000	NO
		PM	0.495	A	0.495	A	0.000	NO	0.495	A	0.000	NO
54.	Highland Ave & Selma Ave	AM	0.525	A	0.585	A	0.060	NO	0.560	A	0.035	NO
		PM	0.427	A	0.569	A	0.142	NO	0.538	A	0.111	NO
55.	Wilcox Ave & Selma Avenue	AM	0.291	A	0.365	A	0.074	NO	0.357	A	0.066	NO
		PM	0.493	A	0.558	A	0.065	NO	0.551	A	0.058	NO
56.	Caheuenga Blvd & Selma Ave	AM	0.464	A	0.542	A	0.078	NO	0.533	A	0.069	NO
		PM	0.554	A	0.617	B	0.063	NO	0.610	B	0.056	NO
57.	Vine St & Selma Ave	AM	0.629	B	0.660	B	0.031	NO	0.657	B	0.028	NO
		PM	0.621	B	0.647	B	0.026	NO	0.645	B	0.024	NO
58.	Crescent Heights Blvd & Sunset Blvd	AM	0.835	D	0.845	D	0.010	NO	0.834	D	-0.001	NO
		PM	0.874	D	0.883	D	0.009	NO	0.873	D	-0.001	NO
59.	Fairfax Ave & Sunset Blvd	AM	0.758	C	0.765	C	0.007	NO	0.754	C	-0.004	NO
		PM	0.884	D	0.899	D	0.015	NO	0.888	D	0.004	NO
60.	Gardner St & Sunset Blvd	AM	0.511	A	0.525	A	0.014	NO	0.514	A	0.003	NO
		PM	0.669	B	0.691	B	0.022	NO	0.679	B	0.010	NO
61.	Poinsettia Pl (West) & Sunset Blvd	AM	0.356	A	0.369	A	0.013	NO	0.358	A	0.002	NO
		PM	0.474	A	0.491	A	0.017	NO	0.480	A	0.006	NO
62.	Poinsettia Pl (East) & Sunset Blvd	AM	0.393	A	0.408	A	0.015	NO	0.397	A	0.004	NO
		PM	0.419	A	0.439	A	0.020	NO	0.426	A	0.007	NO
63.	La Brea Ave & Sunset Blvd	AM	0.774	F *	0.803	F *	0.029	YES	0.790	F *	0.016	YES
		PM	0.916	F *	0.958	F *	0.042	YES	0.944	F *	0.028	YES
64.	Orange Dr & Sunset Blvd	AM	0.407	A	0.427	A	0.020	NO	0.415	A	0.008	NO
		PM	0.539	A	0.559	A	0.020	NO	0.547	A	0.008	NO
65.	Highland Ave & Sunset Blvd	AM	1.066	F *	1.115	F *	0.049	YES	1.094	F *	0.028	YES
		PM	0.965	F *	1.030	F *	0.065	YES	1.008	F *	0.043	YES
66.	Las Palmas Ave & Sunset Boulevard	AM	0.567	A	0.671	B	0.104	NO	0.484	A	-0.083	NO
		PM	0.722	C	0.887	D	0.165	YES	0.748	C	0.026	NO
67.	Cherokee Ave & Sunset Blvd	AM	0.338	A	0.357	A	0.019	NO	0.345	A	0.007	NO
		PM	0.547	A	0.562	A	0.015	NO	0.550	A	0.003	NO
68.	Seward St & Sunset Blvd	AM	0.358	A	0.382	A	0.024	NO	0.369	A	0.011	NO
		PM	0.599	A	0.623	B	0.024	NO	0.610	B	0.011	NO
69.	Wilcox Ave & Sunset Blvd	AM	0.624	B	0.643	B	0.019	NO	0.631	B	0.007	NO
		PM	0.630	B	0.663	B	0.033	NO	0.649	B	0.019	NO
70.	Cahuenga Blvd & Sunset Blvd	AM	0.875	F *	0.906	F *	0.031	YES	0.893	F *	0.018	YES
		PM	0.951	F *	0.985	F *	0.034	YES	0.971	F *	0.020	YES
71.	Ivar Ave & Sunset Blvd	AM	0.479	A	0.492	A	0.013	NO	0.481	A	0.002	NO
		PM	0.641	B	0.661	B	0.020	NO	0.649	B	0.008	NO
72.	Vine St & Sunset Blvd	AM	0.927	F *	0.973	F *	0.046	YES	0.960	F *	0.033	YES
		PM	1.072	F *	1.101	F *	0.029	YES	1.089	F *	0.017	YES
73.	Argyle Ave & Sunset Blvd	AM	0.587	A	0.596	A	0.009	NO	0.585	A	-0.002	NO
		PM	0.549	A	0.573	A	0.024	NO	0.561	A	0.012	NO
74.	Gower St & Sunset Blvd	AM	0.819	D	0.831	D	0.012	NO	0.821	D	0.002	NO
		PM	0.981	E	1.004	F	0.023	YES	0.974	E	-0.007	NO
75.	Bronson Ave & Sunset Blvd	AM	0.835	D	0.845	D	0.010	NO	0.828	D	-0.007	NO
		PM	0.757	C	0.771	C	0.014	NO	0.754	C	-0.003	NO



**TABLE 5 (CONTINUED)**  
**FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022) - REFINED PROJECT**  
**SIGNIFICANT IMPACT ANALYSIS**

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
76.	Van Ness Ave & Sunset Blvd	AM	0.734	C	0.739	C	0.005	NO	0.723	C	-0.011	NO
		PM	0.923	E	0.933	E	0.010	YES	0.916	E	-0.007	NO
77.	Wilton Pl & Sunset Blvd	AM	0.587	A	0.593	A	0.006	NO	0.576	A	-0.011	NO
		PM	0.687	B	0.696	B	0.009	NO	0.677	B	-0.010	NO
78.	Western Ave & Sunset Blvd	AM	0.734	C	0.741	C	0.007	NO	0.706	C	-0.028	NO
		PM	0.867	D	0.871	D	0.004	NO	0.860	D	-0.007	NO
79.	Highland Ave & De Longpre Ave	AM	0.547	A	0.560	A	0.013	NO	0.543	A	-0.004	NO
		PM	0.566	A	0.577	A	0.011	NO	0.561	A	-0.005	NO
80. [a]	Gardner St & Fountain Ave	AM	0.644	B	0.646	B	0.002	NO	0.646	B	0.002	NO
		PM	0.779	C	0.784	C	0.005	NO	0.784	C	0.005	NO
81. [a]	La Brea Ave & Fountain Ave	AM	0.893	D	0.902	E	0.009	NO	0.901	E	0.008	NO
		PM	0.883	D	0.896	D	0.013	NO	0.895	D	0.012	NO
82.	Highland Ave & Fountain Ave	AM	0.825	D	0.841	D	0.016	NO	0.823	D	-0.002	NO
		PM	0.775	C	0.792	C	0.017	NO	0.774	C	-0.001	NO
83.	Wilcox Ave & Fountain Ave	AM	0.487	A	0.491	A	0.004	NO	0.475	A	-0.012	NO
		PM	0.583	A	0.591	A	0.008	NO	0.573	A	-0.010	NO
84.	Cahuenga Blvd & Fountain Ave	AM	0.769	C	0.793	C	0.024	NO	0.775	C	0.006	NO
		PM	0.751	C	0.768	C	0.017	NO	0.749	C	-0.002	NO
85.	Vine St & Fountain Ave	AM	0.829	D	0.848	D	0.019	NO	0.829	D	0.000	NO
		PM	0.858	D	0.885	D	0.027	YES	0.865	D	0.007	NO
86.	Gower St & Fountain Ave	AM	0.755	C	0.761	C	0.006	NO	0.727	C	-0.028	NO
		PM	0.875	D	0.885	D	0.010	NO	0.867	D	-0.008	NO
87.	Highland Ave & Lexington Ave	AM	0.523	A	0.537	A	0.014	NO	0.525	A	0.002	NO
		PM	0.523	A	0.534	A	0.011	NO	0.523	A	0.000	NO
88. [a]	Fairfax Ave & Santa Monica Blvd	AM	0.965	E	0.971	E	0.006	NO	0.955	E	-0.010	NO
		PM	1.034	F	1.039	F	0.005	NO	1.023	F	-0.011	NO
89. [a]	Gardner St & Santa Monica Blvd	AM	0.723	C	0.731	C	0.008	NO	0.717	C	-0.006	NO
		PM	0.710	C	0.718	C	0.008	NO	0.703	C	-0.007	NO
90. [a]	Formosa Ave & Santa Monica Blvd	AM	0.656	B	0.666	B	0.010	NO	0.651	B	-0.005	NO
		PM	0.821	D	0.834	D	0.013	NO	0.818	D	-0.003	NO
91. [a]	La Brea Ave & Santa Monica Blvd	AM	0.889	D	0.907	E	0.018	YES	0.889	D	0.000	NO
		PM	0.987	E	1.006	F	0.019	YES	0.989	E	0.002	NO
92.	Highland Ave & Santa Monica Blvd	AM	1.015	F	1.037	F	0.022	YES	1.010	F	-0.005	NO
		PM	1.065	F	1.078	F	0.013	YES	1.052	F	-0.013	NO
93.	Las Palmas Ave & Santa Monica Blvd	AM	0.651	B	0.662	B	0.011	NO	0.637	B	-0.014	NO
		PM	0.821	D	0.834	D	0.013	NO	0.809	D	-0.012	NO
94.	Wilcox Ave & Santa Monica Blvd	AM	0.801	D	0.801	D	0.000	NO	0.777	C	-0.024	NO
		PM	0.771	C	0.773	C	0.002	NO	0.749	C	-0.022	NO
95.	Cahuenga Blvd & Santa Monica Blvd	AM	0.941	E	0.959	E	0.018	YES	0.933	E	-0.008	NO
		PM	1.213	F	1.237	F	0.024	YES	1.211	F	-0.002	NO
96.	Vine St & Santa Monica Blvd	AM	1.079	F	1.096	F	0.017	YES	1.070	F	-0.009	NO
		PM	1.061	F	1.091	F	0.030	YES	1.063	F	0.002	NO
97.	Gower St & Santa Monica Blvd	AM	0.956	E	0.967	E	0.011	YES	0.941	E	-0.015	NO
		PM	1.000	E	1.016	F	0.016	YES	0.990	E	-0.010	NO
98.	Bronson Ave & Santa Monica Blvd	AM	0.772	C	0.777	C	0.005	NO	0.752	C	-0.020	NO
		PM	0.697	B	0.711	C	0.014	NO	0.684	B	-0.013	NO
99.	Van Ness Ave & Santa Monica Blvd	AM	0.922	E	0.930	E	0.008	NO	0.905	E	-0.017	NO
		PM	0.901	E	0.913	E	0.012	YES	0.889	D	-0.012	NO
100.	Wilton Pl & Santa Monica Blvd	AM	0.741	C	0.747	C	0.006	NO	0.723	C	-0.018	NO
		PM	0.849	D	0.859	D	0.010	NO	0.834	D	-0.015	NO

**TABLE 5 (CONTINUED)  
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022) - REFINED PROJECT  
SIGNIFICANT IMPACT ANALYSIS**

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
101.	Western Ave & Santa Monica Blvd	AM	1.009	F	1.017	F	0.008	NO	0.991	E	-0.018	NO
		PM	1.051	F	1.067	F	0.016	YES	1.041	F	-0.010	NO
102.	US-101 SB On-ramp & Santa Monica Blvd	AM	0.529	A	0.533	A	0.004	NO	0.509	A	-0.020	NO
		PM	0.624	B	0.635	B	0.011	NO	0.609	B	-0.015	NO
103.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM	0.608	B	0.613	B	0.005	NO	0.588	A	-0.020	NO
		PM	0.749	C	0.759	C	0.010	NO	0.733	C	-0.016	NO
104.	Highland Ave & Willoughby Ave	AM	0.713	C	0.721	C	0.008	NO	0.711	C	-0.002	NO
		PM	0.728	C	0.737	C	0.009	NO	0.727	C	-0.001	NO
105.	La Brea Ave & Melrose Ave	AM	0.828	D	0.833	D	0.005	NO	0.833	D	0.005	NO
		PM	0.852	D	0.859	D	0.007	NO	0.858	D	0.006	NO
106.	Highland Ave & Melrose Ave	AM	1.123	F	1.128	F	0.005	NO	1.118	F	-0.005	NO
		PM	1.125	F	1.132	F	0.007	NO	1.121	F	-0.004	NO
107.	Vine St & Melrose Ave	AM	0.875	D	0.880	D	0.005	NO	0.879	D	0.004	NO
		PM	0.938	E	0.946	E	0.008	NO	0.945	E	0.007	NO
108.	Gower St & Melrose Ave	AM	0.786	C	0.786	C	0.000	NO	0.786	C	0.000	NO
		PM	0.901	E	0.904	E	0.003	NO	0.904	E	0.003	NO
109.	Western Ave & Melrose Ave	AM	0.882	D	0.885	D	0.003	NO	0.885	D	0.003	NO
		PM	0.905	E	0.908	E	0.003	NO	0.908	E	0.003	NO
110.	Highland Ave & Rosewood Ave	AM	0.644	B	0.649	B	0.005	NO	0.639	B	-0.005	NO
		PM	0.723	C	0.727	C	0.004	NO	0.717	C	-0.006	NO
111.	Highland Ave & Beverly Blvd	AM	1.035	F	1.042	F	0.007	NO	1.031	F	-0.004	NO
		PM	1.021	F	1.029	F	0.008	NO	1.018	F	-0.003	NO

**Notes**

\* LOS based on field observations, 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.

***Attachment***

***Refined Project  
Level of Service Worksheets***



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**1**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd East      **East-West Street:** Pilgrimage Bridge  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		NB -- 0 EB -- 0	SB -- 0 WB -- 0		NB -- 0 EB -- 0	SB -- 0 WB -- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↵ Left	28	0	28	71	0	71
	↵↘ Left-Through		1			1	
	→ Through	1333	2	454	2545	2	872
	↘↘ Through-Right		0			0	
	↘ Right	15	1	15	5	1	5
	↘↘↘ Left-Through-Right		0			0	
	↘↘↘ Left-Right		0			0	
<b>SOUTHBOUND</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>EASTBOUND</b>	↵ Left	148	0	148	292	0	292
	↵↘ Left-Through		1			1	
	→ Through	9	0	157	4	0	296
	↘↘ Through-Right		0			0	
	↘ Right	623	1	623	242	1	242
	↘↘↘ Left-Through-Right		0			0	
	↘↘↘ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	3	0	3	11	0	11
	↵↘ Left-Through		1			1	
	→ Through	1	0	4	3	0	14
	↘↘ Through-Right		0			0	
	↘ Right	3	1	3	6	1	6
	↘↘↘ Left-Through-Right		0			0	
	↘↘↘ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				North-South: 454 East-West: 626 SUM: 1080			North-South: 872 East-West: 307 SUM: 1179
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.720			0.786
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.620</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 #:**  
**2**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave / US 101 | **East-West Street:** Pat Moore Wy / Hollywood Bowl Rd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016 **Analyst:** GTC **Date:**

		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 -- 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	11	0	11	16	0	16
	↵↘ Left-Through		1			1	
	→ Through	2821	2	767	3061	2	821
	→↘ Through-Right		1			1	
	↘ Right	182	0	767	127	0	821
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	105	1	105	163	1	163
	↵↘ Left-Through		0			0	
	→ Through	2707	3	902	3197	3	1066
	→↘ Through-Right		0			0	
	↘ Right	6	1	6	15	1	8
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	0	0	0	14	0	14
	↵↘ Left-Through		1			1	
	→ Through	2	1	1	9	1	9
	→↘ Through-Right		0			0	
	↘ Right	2	2	1	9	2	3
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>WESTBOUND</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>CRITICAL VOLUMES</b>				<i>North-South:</i> 913			<i>North-South:</i> 1082
				<i>East-West:</i> 1			<i>East-West:</i> 14
				<i>SUM:</i> 914			<i>SUM:</i> 1096
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.641			0.769
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.541</b>			<b>0.669</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** US-101 NB Off-ramp      **East-West Street:** Cahuenga Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	68	0	68	109	0	109
	↵↘ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↘ Through-Right		0			0	
	↘ Right	5	0	73	4	0	113
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		1			1	
<b>SOUTHBOUND</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>EASTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↘ Left-Through		0			0	
	→ Through	674	1	674	274	1	274
	→↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↘ Left-Through		0			0	
	→ Through	1399	2	700	2610	2	1305
	→↘ 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> 73			<i>North-South:</i> 113
				<i>East-West:</i> 700			<i>East-West:</i> 1305
				<i>SUM:</i> 773			<i>SUM:</i> 1418
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.515			0.945
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.415</b>			<b>0.845</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Odin St  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?				2			2
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	0	0	0	2	0	0
	↷ Left-Through		0			0	
	→ Through	2879	3	960	3177	3	1059
	↷ Through-Right		0			0	
	↷ Right	237	1	29	321	1	265
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	8	1	8	23	1	23
	↷ Left-Through		0			0	
	→ Through	2780	2	927	3145	2	1049
	↷ Through-Right		1			1	
	↷ Right	2	0	2	2	0	2
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	3	0	3	2	0	2
	↷ Left-Through		1			1	
	→ Through	8	1	6	2	1	2
	↷ Through-Right		0			0	
	↷ Right	2	1	2	2	1	2
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	208	1	208	56	1	56
	↷ Left-Through		0			0	
	→ Through	8	1	8	1	1	1
	↷ Through-Right		0			0	
	↷ Right	19	1	15	19	1	8
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 968			<i>North-South:</i> 1082
				<i>East-West:</i> 214			<i>East-West:</i> 58
				<b>SUM:</b> 1182			<b>SUM:</b> 1140
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.860			0.829
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.760</b>			<b>0.729</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Odin St      **East-West Street:** Cahuenga Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		AM PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					0		
ATSAC-1 or ATSAC+ATCS-2?					2		
Override Capacity					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	198	1	124	287	1	190
	↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	↷ Right	50	0	124	92	0	190
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		1			1	
<b>SOUTHBOUND</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		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	0	1	0	0	1	0
	↷ Left-Through		0			0	
	→ Through	666	0	684	276	0	277
	↷ Through-Right		1			1	
	↷ Right	18	0	0	1	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	17	1	17	25	1	25
	↷ Left-Through		0			0	
	→ Through	1179	1	590	2335	1	1168
	↷ Through-Right		1			1	
	↷ Right	0	0	0	0	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 124			<i>North-South:</i> 190		
		<i>East-West:</i> 701			<i>East-West:</i> 1168		
		<b>SUM:</b> 825			<b>SUM:</b> 1358		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.579			0.953		
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		<b>0.479</b>			<b>0.853</b>		
<b>LEVEL OF SERVICE (LOS):</b>		<b>A</b>			<b>D</b>		





## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Camrose Dr / Milner Rd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	28	1	28	29	1	29
	↶↷ Left-Through		0			0	
	↷ Through	2976	2	997	3291	2	1105
	↷↶ Through-Right		1			1	
	↷ Right	16	0	16	24	0	24
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	16	1	16	9	1	9
	↷↷ Left-Through		0			0	
	↷ Through	2875	2	964	2830	2	1009
	↷↶ Through-Right		1			1	
	↷ Right	17	0	17	198	0	198
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	116	0	116	139	0	139
	↶↷ Left-Through		0			0	
	↶ Through	2	0	138	3	0	163
	↶↶ Through-Right		0			0	
	↶ Right	20	0	0	21	0	0
	↶↷ Left-Through-Right		1			1	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	21	0	21	19	0	19
	↷↷ Left-Through		0			0	
	↷ Through	38	0	85	10	0	46
	↷↶ Through-Right		0			0	
	↷ Right	26	0	0	17	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 1013			<i>North-South:</i> 1114
				<i>East-West:</i> 201			<i>East-West:</i> 185
				<b>SUM:</b> 1214			<b>SUM:</b> 1299
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.809			0.866
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.709</b>			<b>0.766</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** US-101 NB Off-ramp  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	0	0	0	0	0	0
	↶↷ Left-Through		0			0	
	→ Through	1135	2	568	2354	2	1177
	↷ Through-Right		0			0	
	↷ Right	0	0	0	0	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	0	0	0	0	0	0
	↷↶ Left-Through		0			0	
	→ Through	899	2	450	363	2	182
	↶ Through-Right		0			0	
	↶ Right	0	0	0	0	0	0
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>EASTBOUND</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>WESTBOUND</b>	↶ Left	361	1	197	85	1	84
	↶↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	↷ Right	32	0	197	83	0	84
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		1			1	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 568			<i>North-South:</i> 1177
				<i>East-West:</i> 197			<i>East-West:</i> 84
				<i>SUM:</i> 765			<i>SUM:</i> 1261
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.510			0.841
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.410</b>			<b>0.741</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 3	SB -- 0	0	NB -- 3	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	33	1	33	22	1	22
	↶↷ Left-Through		0			0	
	→ Through	95	1	95	202	1	202
	↷ Through-Right		0			0	
	↷ Right	1006	2	0	524	2	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	1	0	0	0	0	0
	↷↶ Left-Through		0			0	
	→ Through	75	0	115	85	0	131
	↷ Through-Right		1			1	
	↷ Right	40	0	0	46	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	9	1	9	88	1	88
	↶↷ Left-Through		0			0	
	→ Through	251	2	126	180	2	90
	↷ Through-Right		0			0	
	↷ Right	68	1	52	110	1	99
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	1408	2	774	1106	2	608
	↶↷ Left-Through		0			0	
	→ Through	113	1	113	135	1	135
	↷ Through-Right		0			0	
	↷ Right	44	1	44	56	1	56
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 148			<i>North-South:</i> 202
				<i>East-West:</i> 900			<i>East-West:</i> 707
				<b>SUM:</b> 1048			<b>SUM:</b> 909
VOLUME/CAPACITY (V/C) RATIO:				0.735			0.638
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.635</b>			<b>0.538</b>
LEVEL OF SERVICE (LOS):				<b>B</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Outpost Dr      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	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	123	0	123	69	0	69
	↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	↘ Right	325	0	448	71	0	140
	↷↘ Left-Through-Right		0			0	
	↶↘ Left-Right		1			1	
<b>EASTBOUND</b>	↶ Left	47	0	47	70	0	70
	↷ Left-Through		1			1	
	→ Through	1272	1	777	1257	1	839
	↷ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↷↘ Left-Through-Right		0			0	
	↶↘ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	0	0	0	0	0	0
	↷ Left-Through		0			0	
	→ Through	1230	1	638	1107	1	592
	↷ Through-Right		1			1	
	↘ Right	45	0	45	77	0	77
	↷↘ Left-Through-Right		0			0	
	↶↘ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 448			<i>North-South:</i> 140
				<i>East-West:</i> 777			<i>East-West:</i> 839
				<b>SUM:</b> 1225			<b>SUM:</b> 979
VOLUME/CAPACITY (V/C) RATIO:				0.817			0.653
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.717</b>			<b>0.553</b>
LEVEL OF SERVICE (LOS):				<b>C</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Orange Dr      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	21	0	21	59	0	59
	↷ Left-Through		0			0	
	→ Through	2	0	100	11	0	308
	↘ Through-Right		0			0	
	↷ Right	77	0	0	238	0	0
	↘↷ Left-Through-Right		1			1	
	↘↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	4	0	4	2	0	2
	↷ Left-Through		0			0	
	→ Through	1	0	6	3	0	13
	↘ Through-Right		0			0	
	↷ Right	1	0	0	8	0	0
	↘↷ Left-Through-Right		1			1	
	↘↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	2	0	2	0	0	0
	↷ Left-Through		1			1	
	→ Through	1294	0	663	911	0	469
	↘ Through-Right		1			1	
	↷ Right	20	0	663	26	0	469
	↘↷ Left-Through-Right		0			0	
	↘↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	52	0	52	80	0	80
	↷ Left-Through		1			1	
	→ Through	1405	0	862	1251	0	805
	↘ Through-Right		1			1	
	↷ Right	6	0	862	38	0	805
	↘↷ Left-Through-Right		0			0	
	↘↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 104 <i>East-West:</i> 864 <i>SUM:</i> 968			<i>North-South:</i> 310 <i>East-West:</i> 805 <i>SUM:</i> 1115
VOLUME/CAPACITY (V/C) RATIO:				0.645			0.743
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.643
LEVEL OF SERVICE (LOS):				A			B



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Orchid Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	5	0	5	3	0	3
	↷ Left-Through		0			0	
	→ Through	4	0	33	11	0	44
	↷ Through-Right		0			0	
	↘ Right	24	0	0	30	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	14	0	14	20	0	20
	↷ Left-Through		0			0	
	→ Through	3	0	42	1	0	50
	↷ Through-Right		0			0	
	↘ Right	25	0	0	29	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	20	0	20	18	0	18
	↷ Left-Through		1			1	
	→ Through	1324	0	728	1076	0	601
	↷ Through-Right		1			1	
	↘ Right	12	0	728	18	0	601
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	9	0	9	15	0	15
	↷ Left-Through		1			1	
	→ Through	1495	0	776	1308	0	704
	↷ Through-Right		1			1	
	↘ Right	2	0	776	9	0	704
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 47 <i>East-West:</i> 796 <i>SUM:</i> 843			<i>North-South:</i> 64 <i>East-West:</i> 722 <i>SUM:</i> 786
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.562			0.524
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.462</b>			<b>0.424</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:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Franklin Ave (South)  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 1	1	EB -- 0	WB -- 1	1
Override Capacity				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	1844	2	621	2084	2	702
	↗ Through-Right		1			1	
	↘ Right	19	0	19	21	0	21
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	2173	3	724	1975	3	658
	↗ Through-Right		0			0	
	↘ Right	1567	1	1257	1132	1	836
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	1238	1	621	1177	1	593
	↵↔ Left-Through		1			1	
	→ Through	3	0	621	9	0	593
	↗ Through-Right		0			0	
	↘ Right	45	1	45	95	1	95
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	↘ Right	12	1	12	59	1	59
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 1257			<i>North-South:</i> 836
				<i>East-West:</i> 633			<i>East-West:</i> 652
				<b>SUM:</b> 1890			<b>SUM:</b> 1488
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.260			0.992
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.160</b>			<b>0.892</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Franklin Ave (North)  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 3	SB -- 0	0	NB -- 3	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity				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	3059	3	1020	2714	3	905
	Through-Right		0			0	
	Right	169	1	0	296	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	105	1	105	199	1	199
	Left-Through		0			0	
	Through	2721	3	907	2704	3	901
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</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>WESTBOUND</b>	Left	948	2	521	565	2	311
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	175	1	70	643	1	444
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 1125			<i>North-South:</i> 1104
				<i>East-West:</i> 521			<i>East-West:</i> 444
				<b>SUM:</b> 1646			<b>SUM:</b> 1548
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.155			1.086
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.055</b>			<b>0.986</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>E</b>





## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Whitley Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	34	0	34	93	0	93
	↶↷ Left-Through		0			0	
	↷ Through	11	0	88	27	0	197
	↷↶ Through-Right		0			0	
	↷ Right	43	0	0	77	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	35	0	35	30	0	30
	↷↷ Left-Through		0			0	
	↷ Through	16	0	80	15	0	69
	↷↶ Through-Right		0			0	
	↷ Right	29	0	0	24	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	16	0	16	12	0	12
	↶↷ Left-Through		0			0	
	↷ Through	353	0	394	434	0	488
	↷↶ Through-Right		0			0	
	↷ Right	25	0	0	42	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	50	0	50	47	0	47
	↷↷ Left-Through		0			0	
	↷ Through	1014	0	1076	890	0	965
	↷↶ Through-Right		0			0	
	↷ Right	12	0	0	28	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 123			<i>North-South:</i> 227
				<i>East-West:</i> 1092			<i>East-West:</i> 977
				<b>SUM:</b> 1215			<b>SUM:</b> 1204
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.810			0.803
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.710</b>			<b>0.703</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**15**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	42	0	42	88	0	88
	↶↷ Left-Through		0			0	
	↷ Through	12	0	165	32	0	321
	↷↶ Through-Right		0			0	
	↷ Right	111	0	0	201	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	31	0	31	46	0	46
	↷↷ Left-Through		0			0	
	↷ Through	323	0	629	226	0	470
	↷↶ Through-Right		0			0	
	↷ Right	275	0	0	198	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	6	0	6	12	0	12
	↷↷ Left-Through		0			0	
	↷ Through	384	0	417	555	0	602
	↷↶ Through-Right		0			0	
	↷ Right	27	0	0	35	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	172	1	172	47	1	47
	↷↷ Left-Through		0			0	
	↷ Through	806	0	843	612	0	648
	↷↶ Through-Right		1			1	
	↷ Right	37	0	0	36	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 671			<i>North-South:</i> 558
				<i>East-West:</i> 849			<i>East-West:</i> 660
				<b>SUM:</b> 1520			<b>SUM:</b> 1218
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.013			0.812
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.913</b>			<b>0.712</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



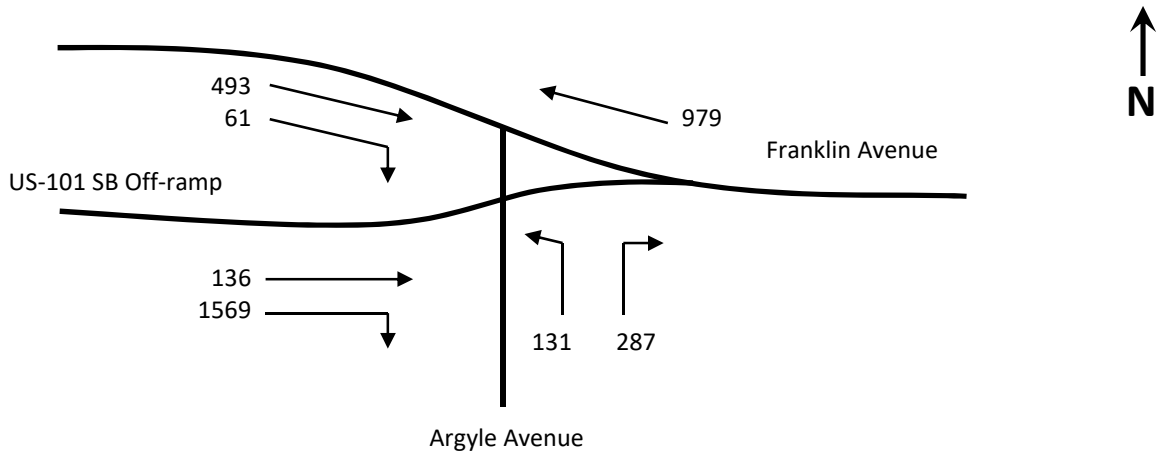
**I/S #:**  
**16**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	37	1	37	48	1	48
	↷ Left-Through		0			0	
	→ Through	872	2	436	1722	2	861
	↷ Through-Right		0			0	
	↷ Right	88	1	0	149	1	106
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>SOUTHBOUND</b>	↶ Left	101	1	101	75	1	75
	↷ Left-Through		0			0	
	→ Through	1535	2	768	800	2	400
	↷ Through-Right		0			0	
	↷ Right	109	1	38	51	1	0
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>EASTBOUND</b>	↶ Left	142	1	142	188	1	188
	↷ Left-Through		0			0	
	→ Through	349	0	390	532	1	299
	↷ Through-Right		1			1	
	↷ Right	41	0	0	66	0	66
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>WESTBOUND</b>	↶ Left	210	1	210	86	1	86
	↷ Left-Through		0			0	
	→ Through	828	1	828	545	1	545
	↷ Through-Right		0			0	
	↷ Right	169	1	119	529	1	492
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 805 <i>East-West:</i> 970 <i>SUM:</i> 1775			<i>North-South:</i> 936 <i>East-West:</i> 733 <i>SUM:</i> 1669
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.183			1.113
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.083</b>			<b>1.013</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>

## Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Refined Modified 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

Westbound Through:  $\frac{979}{2} = 490$  or

Eastbound Through (Franklin):  $\frac{493}{2} = 247$  or

Eastbound Through (US-101): 136

Critical Volume #1 (CV1): **490**

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

Northbound Left + Right:  $\frac{131 + 287}{2} = \frac{418}{2} = 209$  or

Northbound Right: 287 or

Eastbound Right (Franklin): 61

Critical Volume #2 (CV2): **209**

Critical Volume: 490 + 209 = **699**

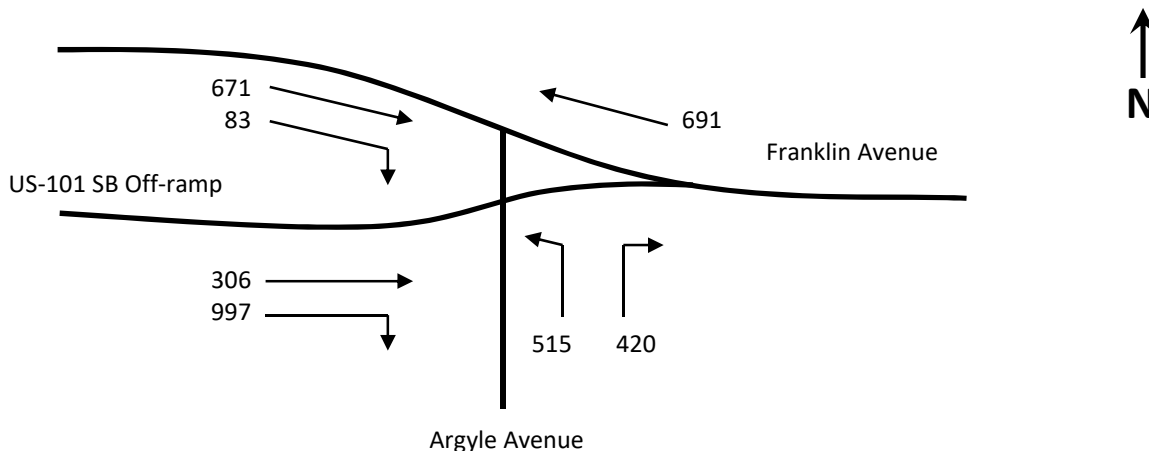
Intersection V/C:  $\frac{699}{1500} = \mathbf{0.466}$

ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.366**                      **Intersection LOS: A**

## Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Refined Modified 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

Westbound Through:  $\frac{691}{2} = 346$  or

Eastbound Through (Franklin):  $\frac{671}{2} = 336$  or

Eastbound Through (US-101): 306

Critical Volume #1 (CV1): **346**

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

Northbound Left + Right:  $\frac{515 + 420}{2} = \frac{935}{2} = 468$  or

Northbound Right: 420 or

Eastbound Right (Franklin): 83

Critical Volume #2 (CV2): **468**

Critical Volume: 346 + 468 = **814**

Intersection V/C:  $\frac{814}{1500} = \mathbf{0.543}$

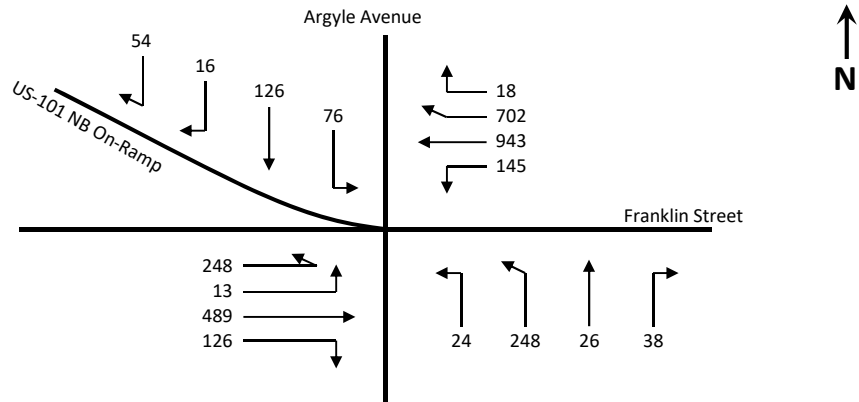
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.443**

**Intersection LOS: A**

**Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Refined Modified 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:  
 $248 + 13 = 261$  and

Westbound Throughs + Rights:  

$$\frac{943 + 702 + 18}{2} = \frac{1663}{2} = 832$$
 or

Westbound Rights:  $702 + 18 = 720$  or

Westbound Lefts:  $145$  and

Eastbound Throughs:  $\frac{489}{2} = 245$  or

Eastbound Rights:  $126$

Critical Volume #1 (CV1): **1093**

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

Northbound Lefts + Throughs:  

$$\frac{24 + 248 + 26}{2} = \frac{298}{2} = 149$$
 or

Northbound Rights:  $38 - 0.5 \cdot \text{WBL} = 0$

Critical Volume #2 (CV2): **149**

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

Southbound Lefts:  $76$  or

Southbound Throughs + Rights:  

$$\frac{126 + 16 + 54}{2} = \frac{196}{2} = 98$$
 or

Southbound Rights:  $16 + 54 = 70$

Critical Volume #3 (CV3): **98**

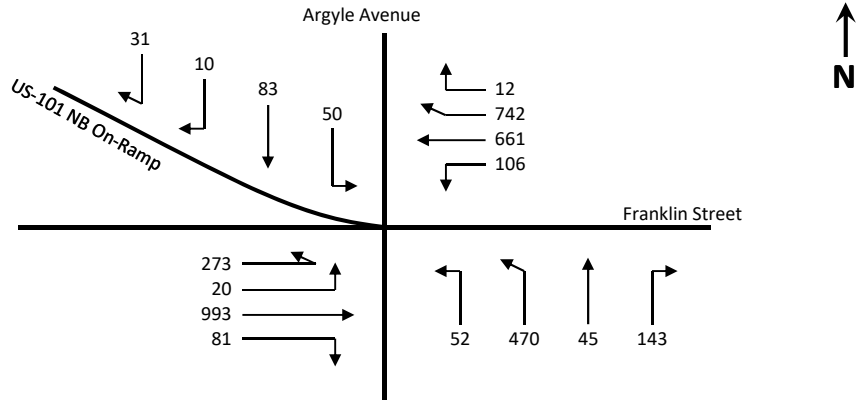
Critical Volume:  $1093 + 149 + 98 = 1340$

Intersection V/C:  $\frac{1340}{1375} = 0.975$

ATSAC/ATCS Credit:  $0.10$

**Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Refined Modified 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:  
 $273 + 20 = 293$  and

Westbound Throughs + Rights:  

$$\frac{661 + 742 + 12}{2} = \frac{1415}{2} = 708$$
 or

Westbound Rights:  $742 + 12 = 754$  or

Westbound Lefts: 106 and

Eastbound Throughs:  $\frac{993}{2} = 497$  or

Eastbound Rights: 81  
**Critical Volume #1 (CV1): 1047**

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

Northbound Lefts + Throughs:  

$$\frac{52 + 470 + 45}{2} = \frac{567}{2} = 284$$
 or

Northbound Rights:  $143 - 0.5 \cdot \text{WBL} = 90$

**Critical Volume #2 (CV2): 284**

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

Southbound Lefts: 50 or

Southbound Throughs + Rights:  

$$\frac{83 + 10 + 31}{2} = \frac{124}{2} = 62$$
 or

Southbound Rights:  $10 + 31 = 41$

**Critical Volume #3 (CV3): 62**

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Critical Volume:  $1047 + 284 + 62 = 1393$

Intersection V/C:  $\frac{1393}{1375} = 1.013$

ATSAC/ATCS Credit: 0.10



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**19**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	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	304	1	186	477	1	315
	↶↷ Left-Through		1			1	
	→ Through	68	0	186	152	0	315
	→↷ Through-Right		0			0	
	↷ Right	300	1	194	497	1	435
	↷↶ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
<b>SOUTHBOUND</b>	↷ Left	19	0	19	21	0	21
	↷↶ Left-Through		0			0	
	→ Through	160	0	233	102	0	138
	→↷ 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	553	1	308	1043	1	548
	→↷ Through-Right		1			1	
	↷ Right	62	0	62	53	0	53
	↷↶ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
<b>WESTBOUND</b>	↷ Left	212	1	212	125	1	125
	↷↶ Left-Through		0			0	
	→ Through	1349	1	677	1012	1	516
	→↷ 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> 427			<i>North-South:</i> 573
				<i>East-West:</i> 687			<i>East-West:</i> 673
				<b>SUM:</b> 1114			<b>SUM:</b> 1246
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.782			0.874
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.682</b>			<b>0.774</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>C</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**20**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Beachwood Dr      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	24	0	24
	↶↷ Left-Through		0			0	
	↷ Through	48	0	93	51	0	102
	↷↶ Through-Right		0			0	
	↷ Right	34	0	0	27	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	184	0	184	225	0	225
	↷↷ Left-Through		1			1	
	↷ Through	0	0	184	1	0	226
	↷↶ Through-Right		0			0	
	↷ Right	178	1	78	208	1	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	100	1	100	210	1	210
	↷↷ Left-Through		0			0	
	↷ Through	789	1	398	1255	1	630
	↷↶ 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	1398	1	759	998	1	590
	↷↶ Through-Right		1			1	
	↷ Right	120	0	120	181	0	181
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 277			<i>North-South:</i> 327
				<i>East-West:</i> 859			<i>East-West:</i> 800
				<b>SUM:</b> 1136			<b>SUM:</b> 1127
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.797			0.791
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.697</b>			<b>0.691</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**21**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Bronson Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	35	0	35	48	0	48
	↶↷ Left-Through		0			0	
	→ Through	121	0	260	166	0	458
	↷ 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	183	0	369	137	0	339
	↷ 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	129	1	129
	↶↷ Left-Through		0			0	
	→ Through	769	1	438	1234	1	648
	↷ Through-Right		1			1	
	↷ Right	106	0	106	62	0	62
	↷↶ 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	998	1	525
	↷ 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> 404			<i>North-South:</i> 558
				<i>East-West:</i> 740			<i>East-West:</i> 773
				<i>SUM:</i> 1144			<i>SUM:</i> 1331
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.763			0.887
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.663</b>			<b>0.787</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**22**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilton Pl      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
	<i>NB --</i> 0 <i>SB --</i> 0 <i>EB --</i> 0 <i>WB --</i> 0				<i>NB --</i> 0 <i>SB --</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	68	0	68	98	0	98
	Left-Through		0			0	
	Through	6	0	146	12	0	209
	Through-Right		0			0	
	Right	72	0	0	99	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	42	0	42	34	0	34
	Left-Through		0			0	
	Through	12	0	62	17	0	53
	Through-Right		0			0	
	Right	8	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	8	1	8	5	1	5
	Left-Through		0			0	
	Through	1021	1	541	1627	1	846
	Through-Right		1			1	
	Right	60	0	60	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	178	1	178	131	1	131
	Left-Through		0			0	
	Through	1671	1	840	1239	1	623
	Through-Right		1			1	
	Right	8	0	8	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 188 <i>East-West:</i> 848 <b>SUM:</b> 1036	<i>North-South:</i> 243 <i>East-West:</i> 977 <b>SUM:</b> 1220		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.691			0.813
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.591</b>			<b>0.713</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**23**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Western Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		<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	95	1	95	164	1	164
	↶↷ Left-Through		0			0	
	→ Through	410	1	239	820	1	477
	↷ Through-Right		1			1	
	↷ Right	68	0	68	134	0	134
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	15	1	15	48	1	48
	↷↶ Left-Through		0			0	
	→ Through	1101	2	551	833	2	417
	↷ Through-Right		0			0	
	↷ Right	956	1	602	616	1	182
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	354	1	354	434	1	434
	↶↷ Left-Through		0			0	
	→ Through	687	1	402	1175	1	660
	↷ Through-Right		1			1	
	↷ Right	116	0	116	144	0	144
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	107	1	107	86	1	86
	↶↷ Left-Through		0			0	
	→ Through	827	1	421	590	1	304
	↷ Through-Right		1			1	
	↷ Right	15	0	15	18	0	18
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 697			<i>North-South:</i> 581
				<i>East-West:</i> 775			<i>East-West:</i> 746
				<b>SUM:</b> 1472			<b>SUM:</b> 1327
VOLUME/CAPACITY (V/C) RATIO:				1.033			0.931
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.933</b>			<b>0.831</b>
LEVEL OF SERVICE (LOS):				<b>E</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**24**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Johnny Grant Wy / Yucca St  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	71	1	71	85	1	85
	↶↷ Left-Through		0			0	
	↷ Through	1782	2	604	1897	2	644
	↷↶ Through-Right		1			1	
	↷ Right	31	0	31	36	0	36
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	21	1	21	34	1	34
	↷↷ Left-Through		0			0	
	↷ Through	2102	3	701	1920	3	640
	↷↶ Through-Right		0			0	
	↷ Right	224	1	208	128	1	56
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	29	1	16	139	1	72
	↶↷ Left-Through		1			1	
	↶ Through	2	0	16	5	0	72
	↶↶ Through-Right		0			0	
	↶ Right	53	1	18	108	1	66
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	0	0	0	0	0	0
	↷↷ Left-Through		0			0	
	↷ Through	0	0	0	0	0	0
	↷↶ Through-Right		0			0	
	↷ Right	51	1	41	78	1	61
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 772			<i>North-South:</i> 725
				<i>East-West:</i> 57			<i>East-West:</i> 133
				<i>SUM:</i> 829			<i>SUM:</i> 858
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.582			0.602
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.482</b>			<b>0.502</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**25**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Yucca St  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	10	1	10	38	1	38
	↷ Left-Through		0			0	
	→ Through	855	1	449	1430	1	744
	↷ Through-Right		1			1	
	↘ Right	42	0	42	58	0	58
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	66	1	66	64	1	64
	↷ Left-Through		0			0	
	→ Through	1666	2	833	831	2	416
	↷ Through-Right		0			0	
	↘ Right	34	1	34	33	1	33
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	58	0	58	145	0	145
	↷ Left-Through		0			0	
	→ Through	33	0	105	62	0	226
	↷ Through-Right		0			0	
	↘ Right	14	0	0	19	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	98	1	98	46	1	46
	↷ Left-Through		0			0	
	→ Through	67	1	67	82	1	82
	↷ Through-Right		0			0	
	↘ Right	95	1	62	295	1	263
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 843 <i>East-West:</i> 203 <i>SUM:</i> 1046			<i>North-South:</i> 808 <i>East-West:</i> 408 <i>SUM:</i> 1216
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.697			0.811
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.597</b>			<b>0.711</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**26**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Ivar Ave      **East-West Street:** Yucca St  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		NB -- 0 EB -- 0	SB -- 0 WB -- 0		NB -- 0 EB -- 0	SB -- 0 WB -- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	30	0	30	145	0	145
	Left-Through		0			0	
	Through	3	0	78	15	0	276
	Through-Right		0			0	
	Right	45	0	0	116	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	2	0	2	1	0	1
	Left-Through		0			0	
	Through	11	0	22	1	0	5
	Through-Right		0			0	
	Right	9	0	0	3	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	9	1	9	11	1	11
	Left-Through		0			0	
	Through	97	1	97	177	1	177
	Through-Right		0			0	
	Right	50	1	50	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	347	1	347	45	1	45
	Left-Through		0			0	
	Through	211	1	211	337	1	337
	Through-Right		0			0	
	Right	11	1	11	17	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 80 <i>East-West:</i> 444 <b>SUM:</b> 524			<i>North-South:</i> 277 <i>East-West:</i> 348 <b>SUM:</b> 625
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.349			0.417
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.249</b>			<b>0.317</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**27**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Yucca St  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	89	1	89	254	1	254
	↷ Left-Through		0			0	
	→ Through	426	1	304	876	1	577
	↷ Through-Right		1			1	
	↘ Right	182	0	182	277	0	277
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	105	1	105	41	1	41
	↷ Left-Through		0			0	
	→ Through	1151	1	753	1019	1	532
	↷ 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	70	1	70	155	1	155
	↷ Through-Right		0			0	
	↘ Right	64	1	20	86	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	92	1	52
	↷ Through-Right		1			1	
	↘ Right	8	0	8	12	0	12
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 842			<i>North-South:</i> 786
				<i>East-West:</i> 188			<i>East-West:</i> 266
				<b>SUM:</b> 1030			<b>SUM:</b> 1052
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.687			0.701
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.587</b>			<b>0.601</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**28**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Argyle Ave      **East-West Street:** Yucca St  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	22	0	22	43	0	43
	↶↷ Left-Through		1			1	
	→ Through	201	0	116	518	0	295
	↷ Through-Right		1			1	
	↷ Right	9	0	116	29	0	295
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	3	0	3	10	0	10
	↷↶ Left-Through		1			1	
	→ Through	219	0	111	122	0	71
	↷ Through-Right		1			1	
	↷ Right	3	1	0	4	1	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	172	1	172	295	1	295
	↶↷ Left-Through		0			0	
	→ Through	30	1	30	98	1	98
	↷ Through-Right		0			0	
	↷ Right	133	1	133	82	1	82
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	49	1	49	13	1	13
	↶↷ Left-Through		0			0	
	→ Through	176	0	235	105	0	195
	↷ Through-Right		1			1	
	↷ Right	59	0	0	90	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 133			<i>North-South:</i> 305
				<i>East-West:</i> 407			<i>East-West:</i> 490
				<b>SUM:</b> 540			<b>SUM:</b> 795
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.360			0.530
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.260</b>			<b>0.430</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**29**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Carlos Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	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	34	1	34	20	1	20
	↶↷ Left-Through		0			0	
	→ Through	374	1	196	842	1	429
	↷ Through-Right		1			1	
	↷ Right	18	0	18	16	0	16
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	14	0	14	17	0	17
	↷↶ Left-Through		1			1	
	→ Through	935	0	506	620	0	357
	↷ Through-Right		1			1	
	↷ Right	49	0	506	25	0	357
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	18	0	18	13	0	13
	↶↷ Left-Through		0			0	
	→ Through	6	0	63	0	0	45
	↷ Through-Right		0			0	
	↷ Right	39	0	0	32	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	34	0	34	13	0	13
	↶↷ Left-Through		0			0	
	→ Through	4	0	71	2	0	75
	↷ Through-Right		0			0	
	↷ Right	33	0	0	60	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 540 <i>East-West:</i> 134 <i>SUM:</i> 674			<i>North-South:</i> 446 <i>East-West:</i> 120 <i>SUM:</i> 566
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.473			0.397
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.373</b>			<b>0.297</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**30**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Laurel Canyon Blvd      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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> 2	<i>WB --</i>	3	<i>EB --</i> 2	<i>WB --</i>	3
Override Capacity				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	698	1	430	1128	1	661
	Through-Right		1			1	
	Right	161	0	161	193	0	193
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	483	1	483	483	1	483
	Left-Through		0			0	
	Through	1510	1	776	1102	1	564
	Through-Right		1			1	
	Right	42	0	42	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	9	0	9	54	0	54
	Left-Through		0			0	
	Through	26	0	36	58	0	116
	Through-Right		0			0	
	Right	1	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	514	2	0	560	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 913 <i>East-West:</i> 36 <i>SUM:</i> 949			<i>North-South:</i> 1144 <i>East-West:</i> 116 <i>SUM:</i> 1260
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.666			0.884
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.566</b>			<b>0.784</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**31**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Fairfax Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	196	1	196	395	1	395
	↶↷ Left-Through		0			0	
	→ Through	24	1	24	39	1	39
	↷ Through-Right		0			0	
	↷ Right	535	1	0	824	1	223
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	10	0	10	3	0	3
	↷↶ Left-Through		0			0	
	→ Through	34	0	49	23	0	28
	↷ Through-Right		0			0	
	↷ Right	5	0	0	2	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	2	1	2	11	1	11
	↶↷ Left-Through		0			0	
	→ Through	440	1	440	673	1	440
	↷ Through-Right		1			1	
	↷ Right	663	0	565	206	0	206
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	834	1	834	601	1	601
	↶↷ Left-Through		0			0	
	→ Through	747	1	378	525	1	267
	↷ Through-Right		1			1	
	↷ Right	8	0	8	8	0	8
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 245 <i>East-West:</i> 1399 <i>SUM:</i> 1644			<i>North-South:</i> 423 <i>East-West:</i> 1041 <i>SUM:</i> 1464
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.154			1.027
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.054</b>			<b>0.927</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**32**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Nichols Canyon Rd / G East-West Street: Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016 **Analyst:** GTC **Date:**

		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	6	0	6	21	0	21
	↷ Left-Through		0			0	
	→ Through	15	0	46	178	0	255
	↷ Through-Right		0			0	
	↘ Right	25	0	0	56	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	87	0	87	46	0	46
	↷ Left-Through		0			0	
	→ Through	181	0	526	35	0	134
	↷ Through-Right		0			0	
	↘ Right	258	0	0	53	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	41	1	41	167	1	167
	↷ Left-Through		0			0	
	→ Through	1000	1	506	1368	1	692
	↷ Through-Right		1			1	
	↘ Right	11	0	11	15	0	15
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	34	1	34	23	1	23
	↷ Left-Through		0			0	
	→ Through	1394	1	721	1104	1	580
	↷ Through-Right		1			1	
	↘ Right	47	0	47	55	0	55
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 532			<i>North-South:</i> 301
				<i>East-West:</i> 762			<i>East-West:</i> 747
				<b>SUM:</b> 1294			<b>SUM:</b> 1048
VOLUME/CAPACITY (V/C) RATIO:				0.863			0.699
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.763</b>			<b>0.599</b>
LEVEL OF SERVICE (LOS):				<b>C</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**33**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gardner St      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	50	0	50
	↶↷ Left-Through		0			0	
	→ Through	41	0	132	92	0	207
	↷ Through-Right		0			0	
	→ Right	59	0	0	65	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	8	0	8	6	0	6
	↷↶ Left-Through		0			0	
	→ Through	38	0	91	25	0	62
	↷ Through-Right		0			0	
	→ Right	45	0	0	31	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	15	1	15	57	1	57
	↶↷ Left-Through		0			0	
	→ Through	1010	1	531	1427	1	723
	↷ Through-Right		1			1	
	→ Right	51	0	51	18	0	18
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	90	1	90	62	1	62
	↷↶ Left-Through		0			0	
	→ Through	1661	1	834	1159	1	582
	↷ Through-Right		1			1	
	→ Right	6	0	6	5	0	5
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 140			<i>North-South:</i> 213
				<i>East-West:</i> 849			<i>East-West:</i> 785
				<b>SUM:</b> 989			<b>SUM:</b> 998
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.659			0.665
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.559</b>			<b>0.565</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**34**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Fuller Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	23	0	23	46	0	46
	↷ Left-Through		0			0	
	→ Through	57	0	119	173	0	263
	↷ Through-Right		0			0	
	↘ Right	39	0	0	44	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	33	0	33	32	0	32
	↷ Left-Through		0			0	
	→ Through	65	0	227	69	0	163
	↷ Through-Right		0			0	
	↘ Right	129	0	0	62	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	44	1	44	183	1	183
	↷ Left-Through		0			0	
	→ Through	960	1	498	1252	1	644
	↷ Through-Right		1			1	
	↘ Right	36	0	36	35	0	35
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	27	1	27	36	1	36
	↷ Left-Through		0			0	
	→ Through	1648	2	824	1156	2	578
	↷ Through-Right		0			0	
	↘ Right	45	1	45	41	1	41
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 250			<i>North-South:</i> 295
				<i>East-West:</i> 868			<i>East-West:</i> 761
				<i>SUM:</i> 1118			<i>SUM:</i> 1056
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.745			0.704
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.645</b>			<b>0.604</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**35**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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> 1	<i>SB --</i> 0	0	<i>NB --</i> 1	<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	78	1	78	93	1	93
	Left-Through		0			0	
	Through	685	2	343	684	2	342
	Through-Right		0			0	
	Right	168	1	0	300	1	0
	Left-Through-Right		0			0	
<b>SOUTHBOUND</b>	Left	30	1	30	57	1	57
	Left-Through		0			0	
	Through	810	1	801	641	1	605
	Through-Right		1			1	
	Right	792	0	792	569	0	569
	Left-Through-Right		0			0	
<b>EASTBOUND</b>	Left	426	1	426	458	1	458
	Left-Through		0			0	
	Through	563	1	354	833	1	477
	Through-Right		1			1	
	Right	145	0	145	121	0	121
	Left-Through-Right		0			0	
<b>WESTBOUND</b>	Left	276	1	276	255	1	255
	Left-Through		0			0	
	Through	889	1	460	577	1	322
	Through-Right		1			1	
	Right	31	0	31	66	0	66
	Left-Through-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 879			<i>North-South:</i> 698
				<i>East-West:</i> 886			<i>East-West:</i> 780
				<i>SUM:</i> 1765			<i>SUM:</i> 1478
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.239			1.037
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.139</b>			<b>0.937</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**36**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Orange Dr      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?		1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	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	26	0	26	62	0	62
	↶↷ Left-Through		1			1	
	→ Through	25	0	51	40	0	102
	↷ Through-Right		0			0	
	↷ Right	79	1	45	104	1	69
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	13	0	13	45	0	45
	↷↶ Left-Through		1			1	
	→ Through	17	0	30	23	0	68
	↷ Through-Right		0			0	
	↷ Right	29	1	6	119	1	38
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	47	1	47	162	1	162
	↶↷ Left-Through		0			0	
	→ Through	772	1	407	942	1	512
	↷ Through-Right		1			1	
	↷ Right	41	0	41	81	0	81
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	69	1	69	70	1	70
	↶↷ Left-Through		0			0	
	→ Through	1153	1	598	745	1	412
	↷ Through-Right		1			1	
	↷ Right	43	0	43	79	0	79
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>		<i>North-South:</i>		81	<i>North-South:</i>		170
		<i>East-West:</i>		645	<i>East-West:</i>		582
		<b>SUM:</b>		726	<b>SUM:</b>		752
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.528			0.547
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.428</b>			<b>0.447</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**37**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 3	3	EB -- 3	WB -- 3	3
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	47	1	47	67	1	67
	↶↷ Left-Through		0			0	
	↷ Through	1704	2	595	1729	2	600
	↷↶ Through-Right		1			1	
	↷ Right	81	0	81	72	0	72
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	72	1	72	134	1	134
	↷↷ Left-Through		0			0	
	↷ Through	1909	2	700	1762	2	639
	↷↶ Through-Right		1			1	
	↷ Right	190	0	190	156	0	156
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	213	1	213	181	1	181
	↷↷ Left-Through		0			0	
	↷ Through	567	2	284	724	2	362
	↷↶ Through-Right		0			0	
	↷ Right	55	1	8	112	1	45
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	240	1	240	164	1	164
	↷↷ Left-Through		0			0	
	↷ Through	1044	2	522	729	2	365
	↷↶ Through-Right		0			0	
	↷ Right	55	1	0	120	1	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 747			<i>North-South:</i> 734
				<i>East-West:</i> 735			<i>East-West:</i> 546
				<b>SUM:</b> 1482			<b>SUM:</b> 1280
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.078			0.931
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.978</b>			<b>0.831</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**38**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Las Palmas Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	21	0	21	46	0	46
	↵↔ Left-Through		0			0	
	→ Through	86	0	190	379	0	528
	↗ Through-Right		0			0	
	↘ Right	83	0	0	103	0	0
	↗↔ Left-Through-Right		1			1	
	↘↔ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	39	0	39	58	0	58
	↵↔ Left-Through		0			0	
	→ Through	77	0	180	88	0	199
	↗ Through-Right		0			0	
	↘ Right	64	0	0	53	0	0
	↗↔ Left-Through-Right		1			1	
	↘↔ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	52	1	52	76	1	76
	↵↔ Left-Through		0			0	
	→ Through	642	1	333	883	1	464
	↗ Through-Right		1			1	
	↘ Right	23	0	23	45	0	45
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	253	1	253	125	1	125
	↵↔ Left-Through		0			0	
	→ Through	1216	1	628	892	1	475
	↗ Through-Right		1			1	
	↘ Right	39	0	39	58	0	58
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 229			<i>North-South:</i> 586
				<i>East-West:</i> 680			<i>East-West:</i> 589
				<b>SUM:</b> 909			<b>SUM:</b> 1175
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.606			0.783
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.506</b>			<b>0.683</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**39**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cherokee Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	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	23	0	23	28	0	28
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↗ Through-Right		0			0	
	↘ Right	63	0	86	43	0	71
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		1			1	
<b>EASTBOUND</b>	↵ Left	13	1	13	107	1	107
	↵↔ Left-Through		0			0	
	→ Through	792	2	396	1121	2	561
	↗ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1538	1	785	988	1	551
	↗ Through-Right		1			1	
	↘ Right	31	0	31	113	0	113
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 86			<i>North-South:</i> 71
				<i>East-West:</i> 798			<i>East-West:</i> 658
				<b>SUM:</b> 884			<b>SUM:</b> 729
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.589			0.486
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.489</b>			<b>0.386</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**40**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Whitley Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		NB -- 0 EB -- 0	SB -- 0 WB -- 0		NB -- 0 EB -- 0	SB -- 0 WB -- 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	56	0	56	40	0	40
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	94	0	150	61	0	101
	Left-Through-Right		0			0	
	Left-Right		1			1	
<b>EASTBOUND</b>	Left	25	1	25	106	1	106
	Left-Through		0			0	
	Through	759	2	380	1078	2	539
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1448	1	736	1036	1	574
	Through-Right		1			1	
	Right	24	0	24	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 150 <i>East-West:</i> 761 <b>SUM:</b> 911	<i>North-South:</i> 101 <i>East-West:</i> 680 <b>SUM:</b> 781		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.607			0.521
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.507</b>			<b>0.421</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**41**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	5	1	5	57	1	57
	↶↷ Left-Through		0			0	
	→ Through	125	0	159	386	0	504
	↷↶ Through-Right		1			1	
	↷ Right	34	0	0	118	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	20	0	20	22	0	22
	↷↷ Left-Through		0			0	
	→ Through	256	0	393	214	0	279
	↷↶ Through-Right		0			0	
	↷ Right	117	0	0	43	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	36	1	36	102	1	102
	↶↷ Left-Through		0			0	
	→ Through	733	1	386	994	1	521
	↷↶ Through-Right		1			1	
	↷ Right	39	0	39	47	0	47
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	146	1	146	64	1	64
	↷↷ Left-Through		0			0	
	→ Through	1407	1	711	1013	1	531
	↷↶ Through-Right		1			1	
	↷ Right	15	0	15	48	0	48
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 398			<i>North-South:</i> 526
				<i>East-West:</i> 747			<i>East-West:</i> 633
				<i>SUM:</i> 1145			<i>SUM:</i> 1159
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.763			0.773
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.663</b>			<b>0.673</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**42**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	20	0	20	12	0	0
	↶↷ Left-Through		1			0	
	→ Through	765	0	460	1000	1	554
	↷ Through-Right		1			1	
	↷ Right	34	0	460	107	0	107
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	36	0	36	13	0	0
	↷↶ Left-Through		1			0	
	→ Through	1381	0	938	968	1	540
	↶ Through-Right		1			1	
	↶ Right	350	0	938	112	0	112
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	45	1	45	72	1	72
	↷↶ Left-Through		0			0	
	→ Through	729	1	386	1123	1	579
	↶ Through-Right		1			1	
	↶ Right	42	0	42	35	0	35
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	82	1	82	50	1	50
	↷↶ Left-Through		0			0	
	→ Through	1159	2	580	1086	2	543
	↶ Through-Right		0			0	
	↶ Right	43	1	43	98	1	98
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 958			<i>North-South:</i> 554
				<i>East-West:</i> 625			<i>East-West:</i> 629
				<b>SUM:</b> 1583			<b>SUM:</b> 1183
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.055			0.789
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.955</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 #:**  
**43**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Ivar Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		NB -- 0 EB -- 0	SB -- 0 WB -- 0		NB -- 0 EB -- 0	SB -- 0 WB -- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	9	0	9	31	0	31
	Left-Through		0			0	
	Through	60	0	109	224	0	367
	Through-Right		0			0	
	Right	40	0	0	112	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	248	0	394	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	772	1	397	1135	1	582
	Through-Right		1			1	
	Right	21	0	21	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	81	1	81	54	1	54
	Left-Through		0			0	
	Through	1259	1	652	1071	1	555
	Through-Right		1			1	
	Right	44	0	44	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 403 <i>East-West:</i> 671 <b>SUM:</b> 1074			<i>North-South:</i> 378 <i>East-West:</i> 636 <b>SUM:</b> 1014
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.716			0.676
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.616</b>			<b>0.576</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>A</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**44**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	97	1	97	134	1	134
	↶↷ Left-Through		0			0	
	↷ Through	642	2	321	1222	2	611
	↷↶ Through-Right		0			0	
	↷ Right	189	1	134	239	1	193
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	64	1	64	108	1	108
	↷↷ Left-Through		0			0	
	↷ Through	1136	1	625	946	1	519
	↷↶ Through-Right		1			1	
	↷ Right	113	0	113	92	0	92
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	49	1	49	82	1	82
	↶↷ Left-Through		0			0	
	↷ Through	691	2	346	1120	2	560
	↷↶ Through-Right		0			0	
	↷ Right	17	1	0	19	1	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	111	1	111	92	1	92
	↷↷ Left-Through		0			0	
	↷ Through	1198	1	619	1000	1	562
	↷↶ Through-Right		1			1	
	↷ Right	39	0	39	124	0	124
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 722			<i>North-South:</i> 719
				<i>East-West:</i> 668			<i>East-West:</i> 652
				<i>SUM:</i> 1390			<i>SUM:</i> 1371
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.975			0.962
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.875</b>			<b>0.862</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**45**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Argyle Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	33	1	33	40	1	40
	↶↷ Left-Through		0			0	
	↷ Through	103	1	103	322	1	322
	↷↶ Through-Right		0			0	
	↷ Right	48	1	0	63	1	21
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	69	1	69	57	1	57
	↷↷ Left-Through		0			0	
	↷ Through	239	1	239	135	1	135
	↷↶ Through-Right		0			0	
	↷ Right	54	1	7	72	1	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	95	1	95	147	1	147
	↷↷ Left-Through		0			0	
	↷ Through	685	2	343	1260	2	630
	↷↶ Through-Right		0			0	
	↷ Right	132	1	116	178	1	158
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	204	1	204	85	1	85
	↷↷ Left-Through		0			0	
	↷ Through	1291	1	690	1003	1	600
	↷↶ Through-Right		1			1	
	↷ Right	89	0	89	196	0	196
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 272			<i>North-South:</i> 379
				<i>East-West:</i> 785			<i>East-West:</i> 747
				<i>SUM:</i> 1057			<i>SUM:</i> 1126
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.705			0.751
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.605</b>			<b>0.651</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**46**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	57	1	57	83	1	83
	↶↷ Left-Through		0			0	
	↷ Through	341	1	225	677	1	422
	↷↶ Through-Right		1			1	
	↷ Right	108	0	108	166	0	166
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	64	1	64	50	1	50
	↷↷ Left-Through		0			0	
	↷ Through	498	1	498	441	1	441
	↷↶ Through-Right		0			0	
	↷ Right	416	1	394	156	1	109
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	45	1	45	95	1	95
	↶↷ Left-Through		0			0	
	↶ Through	719	1	379	1222	1	647
	↶↶ Through-Right		1			1	
	↶ Right	38	0	38	71	0	71
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	117	1	117	112	1	112
	↷↷ Left-Through		0			0	
	↷ Through	1395	1	711	1045	1	562
	↷↶ Through-Right		1			1	
	↷ Right	27	0	27	78	0	78
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 555			<i>North-South:</i> 524
				<i>East-West:</i> 756			<i>East-West:</i> 759
				<b>SUM:</b> 1311			<b>SUM:</b> 1283
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.874			0.855
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.774</b>			<b>0.755</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**47**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		AM PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>No. of Phases</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 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	49	1	49	103	1	103
	↷ Left-Through		0			0	
	→ Through	144	1	144	347	1	347
	↷ Through-Right		0			0	
	↘ Right	166	1	49	231	1	176
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	106	1	106	81	1	81
	↷ Left-Through		0			0	
	→ Through	334	0	433	204	0	290
	↷ Through-Right		1			1	
	↘ Right	99	0	0	86	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	26	1	26	81	1	81
	↷ Left-Through		0			0	
	→ Through	724	1	405	1327	1	696
	↷ Through-Right		1			1	
	↘ Right	85	0	85	64	0	64
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	235	1	235	110	1	110
	↷ Left-Through		0			0	
	→ Through	1327	1	685	896	1	478
	↷ Through-Right		1			1	
	↘ Right	42	0	42	59	0	59
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 482 <i>East-West:</i> 711 <i>SUM:</i> 1193			<i>North-South:</i> 428 <i>East-West:</i> 806 <i>SUM:</i> 1234
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.795			0.823
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.695</b>			<b>0.723</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



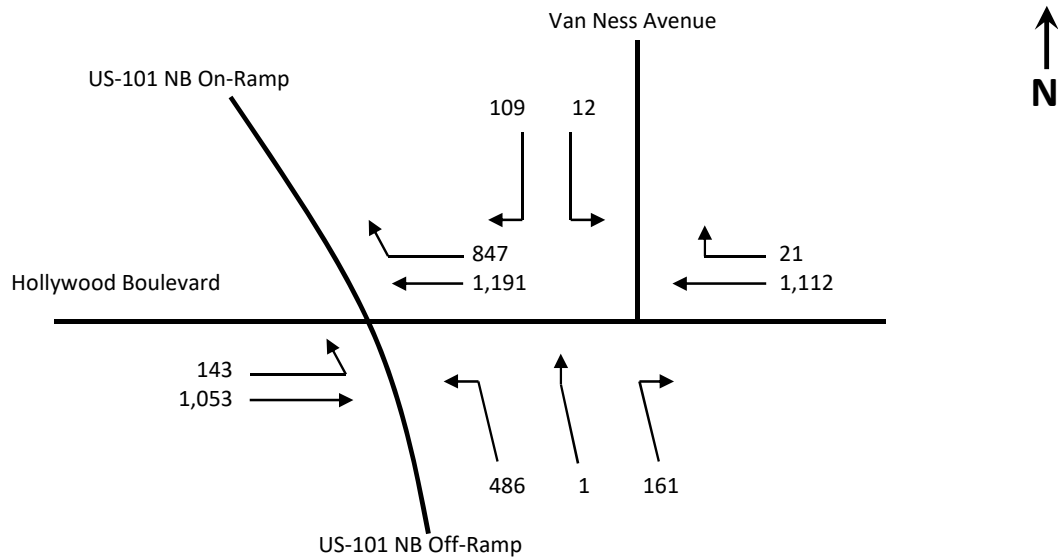
**I/S #:**  
**48**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	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	550	1	404	580	1	362
	↷↷ Left-Through		0			0	
	↷ Through	4	0	404	14	0	362
	↷↶ Through-Right		0			0	
	↷ Right	253	0	0	129	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	628	2	314	1194	2	597
	↶↶ Through-Right		0			0	
	↶ Right	276	1	276	404	1	404
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	77	1	77	64	1	64
	↷↷ Left-Through		0			0	
	↷ Through	1579	2	790	1274	2	637
	↷↶ 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> 404			<i>North-South:</i> 362
				<i>East-West:</i> 790			<i>East-West:</i> 661
				<i>SUM:</i> 1194			<i>SUM:</i> 1023
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.838			0.718
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.738</b>			<b>0.618</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>B</b>

## Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Future with Refined Modified Project Conditions (Year 2022) - AM Peak Hour



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

Eastbound Lefts:	143			<u>and</u>
Westbound Throughs:	$\frac{1,191}{2}$	=	596	<u>or</u>
Westbound Rights:	847			<u>or</u>
Eastbound Throughs:	$\frac{1,053}{2}$	=	527	
Critical Volume #1 (CV1):	<b>990</b>			

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

Northbound Lefts:	486	*	0.55	=	267	<u>or</u>
Northbound Throughs + Rights:	1	+	161	=	162	
Critical Volume #2 (CV2):	<b>267</b>					

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

Southbound Lefts:	12				<u>or</u>
Southbound Rights:	109				
Critical Volume #3 (CV3):	<b>109</b>				

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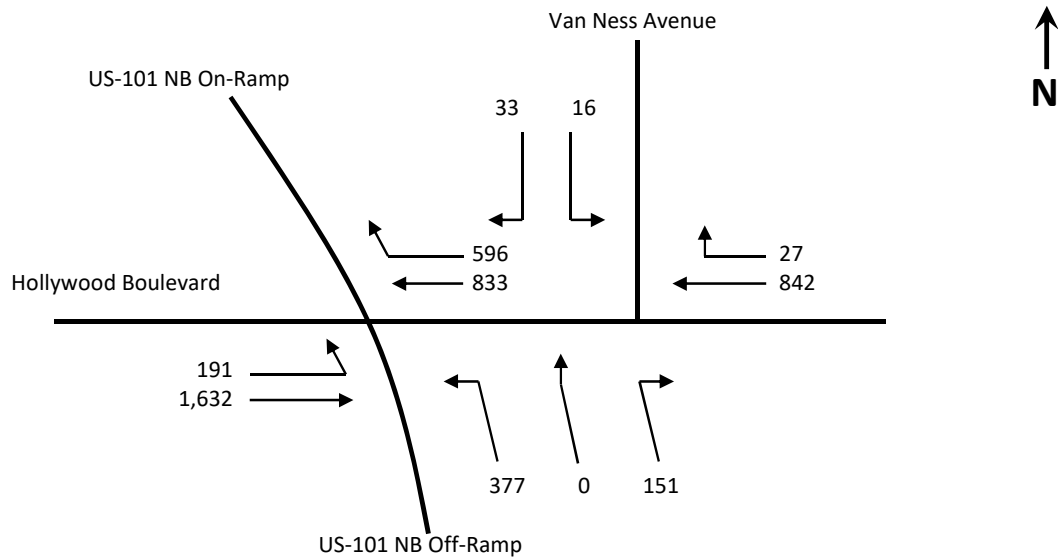
Critical Volume:	990	+	267	+	109	=	<b>1,366</b>
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Intersection V/C:	$\frac{1,366}{1,425}$	=	<b>0.959</b>
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ATSAC/ATCS Credit: 0.10

## Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Future with Refined Modified Project Conditions (Year 2022) - PM Peak Hour



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

Eastbound Lefts:	191			<u>and</u>
Westbound Throughs:	$\frac{833}{2}$	=	417	<u>or</u>
Westbound Rights:	596			<u>or</u>
Eastbound Throughs:	$\frac{1,632}{2}$	=	816	
Critical Volume #1 (CV1):	<b>816</b>			

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

Northbound Lefts:	377	*	0.55	=	207	<u>or</u>
Northbound Throughs + Rights:	0	+	151	=	151	
Critical Volume #2 (CV2):	<b>207</b>					

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

Southbound Lefts:	16			<u>or</u>
Southbound Rights:	33			
Critical Volume #3 (CV3):	<b>33</b>			

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Critical Volume:      816    +    207    +    33    =    **1,056**

Intersection V/C:       $\frac{1,056}{1,425}$     =    **0.741**

ATSAC/ATCS Credit:      0.10



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**50**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilton Pl      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?				1			1
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	370	0	370	357	0	357
	↶↷ Left-Through		1			1	
	→ Through	65	0	435	186	0	543
	↷ Through-Right		0			0	
	↷ Right	49	1	7	167	1	139
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	16	0	16	23	0	23
	↷↶ Left-Through		0			0	
	→ Through	199	0	265	162	0	218
	↷ Through-Right		0			0	
	↷ Right	50	0	0	33	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	32	1	32	45	1	45
	↶↷ Left-Through		0			0	
	→ Through	950	2	475	1312	2	656
	↷ Through-Right		0			0	
	↷ Right	169	1	0	187	1	9
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	85	1	85	57	1	57
	↶↷ Left-Through		0			0	
	→ Through	1368	1	693	1146	1	589
	↷ Through-Right		1			1	
	↷ Right	18	0	18	32	0	32
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 700			<i>North-South:</i> 761
				<i>East-West:</i> 725			<i>East-West:</i> 713
				<b>SUM:</b> 1425			<b>SUM:</b> 1474
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.000			1.034
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.900</b>			<b>0.934</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>E</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**51**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Western Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
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	144	1	144	131	1	131
	↷ Left-Through		0			0	
	→ Through	464	2	232	862	2	431
	↷ Through-Right		0			0	
	↘ Right	90	1	0	102	1	0
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>SOUTHBOUND</b>	↶ Left	65	1	65	113	1	113
	↷ Left-Through		0			0	
	→ Through	960	1	606	829	1	493
	↷ Through-Right		1			1	
	↘ Right	252	0	252	156	0	156
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>EASTBOUND</b>	↶ Left	129	1	129	234	1	234
	↷ Left-Through		0			0	
	→ Through	827	1	447	1127	1	613
	↷ Through-Right		1			1	
	↘ Right	67	0	67	99	0	99
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>WESTBOUND</b>	↶ Left	140	1	140	149	1	149
	↷ Left-Through		0			0	
	→ Through	966	2	483	907	2	454
	↷ Through-Right		0			0	
	↘ Right	29	1	0	78	1	0
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 750			<i>North-South:</i> 624
				<i>East-West:</i> 612			<i>East-West:</i> 762
				<b>SUM:</b> 1362			<b>SUM:</b> 1386
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.991			1.008
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.891</b>			<b>0.908</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**52**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Hawthorn Ave (North)  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	3	1	3	18	1	18
	↶↷ Left-Through		0			0	
	↷ Through	929	1	516	1043	1	583
	↷↶ Through-Right		1			1	
	↷ Right	102	0	102	122	0	122
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	15	1	15	31	1	31
	↷↷ Left-Through		0			0	
	↷ Through	1169	2	585	1011	2	506
	↷↶ Through-Right		0			0	
	↷ Right	2	1	2	16	1	16
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	17	0	17	0	0	0
	↶↷ Left-Through		1			1	
	↶ Through	0	0	17	1	0	1
	↶↶ Through-Right		0			0	
	↶ Right	14	1	13	16	1	7
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	161	0	161	196	0	196
	↷↷ Left-Through		0			0	
	↷ Through	1	0	216	0	0	243
	↷↶ Through-Right		0			0	
	↷ Right	54	0	0	47	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 588			<i>North-South:</i> 614
				<i>East-West:</i> 233			<i>East-West:</i> 243
				<i>SUM:</i> 821			<i>SUM:</i> 857
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.547			0.571
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.447</b>			<b>0.471</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**53**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Hawthorn Ave (South)  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	79	1	79	41	1	41
	↶↷ Left-Through		0			0	
	↷ Through	930	2	465	1076	2	538
	↷↶ Through-Right		0			0	
	↷ Right	0	0	0	0	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	0	0	0	0	0	0
	↷↷ Left-Through		0			0	
	↷ Through	1220	1	671	1084	1	604
	↷↶ Through-Right		1			1	
	↷ Right	122	0	122	124	0	124
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	110	0	110	123	0	123
	↶↷ Left-Through		0			0	
	↶ Through	0	0	0	0	0	0
	↶↶ Through-Right		0			0	
	↶ Right	121	0	231	125	0	248
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		1			1	
<b>WESTBOUND</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>CRITICAL VOLUMES</b>				<i>North-South:</i> 750			<i>North-South:</i> 645
				<i>East-West:</i> 231			<i>East-West:</i> 248
				<b>SUM:</b> 981			<b>SUM:</b> 893
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.654			0.595
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.554</b>			<b>0.495</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**54**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Selma Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	0	1	0	0	1	0
	↙↔ Left-Through		0			0	
	→ Through	1717	2	619	1697	2	630
	↘↔ Through-Right		1			1	
	↘ Right	141	0	141	193	0	193
	↘↔ Left-Through-Right		0			0	
	↙↔ Left-Right		0			0	
<b>SOUTHBOUND</b>	↙ Left	76	1	76	171	1	171
	↙↔ Left-Through		0			0	
	→ Through	2062	2	687	1860	2	620
	↘↔ Through-Right		1			1	
	↘ Right	0	0	0	0	0	0
	↘↔ Left-Through-Right		0			0	
	↙↔ Left-Right		0			0	
<b>EASTBOUND</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		1			1	
	↙↔ Left-Right		0			0	
<b>WESTBOUND</b>	↙ Left	217	0	217	81	0	81
	↙↔ Left-Through		0			0	
	→ Through	0	0	333	0	0	202
	↘↔ Through-Right		0			0	
	↘ Right	116	0	0	121	0	0
	↘↔ Left-Through-Right		1			1	
	↙↔ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 695			<i>North-South:</i> 801
				<i>East-West:</i> 333			<i>East-West:</i> 202
				<i>SUM:</i> 1028			<i>SUM:</i> 1003
VOLUME/CAPACITY (V/C) RATIO:				0.685			0.669
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.585</b>			<b>0.569</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**55**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Selma Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	44	1	44	32	1	32
	↷ Left-Through		0			0	
	→ Through	170	0	189	433	0	480
	↷ Through-Right		1			1	
	↷ Right	19	0	0	47	0	0
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	8	1	8	39	1	39
	↷ Left-Through		0			0	
	→ Through	350	0	424	266	0	324
	↷ Through-Right		1			1	
	↷ Right	74	0	0	58	0	0
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	16	0	16	65	0	65
	↷ Left-Through		0			0	
	→ Through	151	0	194	295	0	423
	↷ Through-Right		0			0	
	↷ Right	27	0	0	63	0	0
	↷ Left-Through-Right		1			1	
	↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	35	0	35	45	0	45
	↷ Left-Through		0			0	
	→ Through	97	0	148	170	0	241
	↷ Through-Right		0			0	
	↷ Right	16	0	0	26	0	0
	↷ Left-Through-Right		1			1	
	↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 468			<i>North-South:</i> 519
				<i>East-West:</i> 229			<i>East-West:</i> 468
				<b>SUM:</b> 697			<b>SUM:</b> 987
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.465			0.658
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.365</b>			<b>0.558</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**56**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Selma Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	19	0	19	0	0	0
	↷ Left-Through		1			0	
	→ Through	775	0	461	1248	1	650
	↷ Through-Right		1			1	
	↘ Right	32	0	461	51	0	51
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	26	0	26	0	0	0
	↷ Left-Through		1			0	
	→ Through	1292	0	750	787	1	456
	↷ Through-Right		1			1	
	↘ Right	103	0	750	124	0	124
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	57	0	57	131	0	131
	↷ Left-Through		0			0	
	→ Through	92	0	185	176	0	389
	↷ Through-Right		0			0	
	↘ Right	36	0	0	82	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	9	0	9	36	0	36
	↷ Left-Through		0			0	
	→ Through	49	0	69	109	0	192
	↷ Through-Right		0			0	
	↘ Right	11	0	0	47	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 769 <i>East-West:</i> 194 <i>SUM:</i> 963			<i>North-South:</i> 650 <i>East-West:</i> 425 <i>SUM:</i> 1075
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.642			0.717
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				0.542			0.617
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**57**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Selma Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	63	1	63	75	1	75
	Left-Through		0			0	
	Through	806	2	403	1318	2	659
	Through-Right		0			0	
	Right	102	1	58	118	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	35	1	35	70	1	70
	Left-Through		0			0	
	Through	1415	1	745	1054	1	577
	Through-Right		1			1	
	Right	75	0	75	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	62	1	62	103	1	103
	Left-Through		0			0	
	Through	80	0	174	230	0	338
	Through-Right		1			1	
	Right	94	0	0	108	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	89	1	89	54	1	54
	Left-Through		0			0	
	Through	118	0	270	131	0	204
	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> 808			<i>North-South:</i> 729
				<i>East-West:</i> 332			<i>East-West:</i> 392
				<i>SUM:</i> 1140			<i>SUM:</i> 1121
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.760			0.747
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.660</b>			<b>0.647</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**58**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Crescent Heights Blvd    **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016    **Analyst:** GTC    **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4 0 0 0 2 0			4 0 0 0 2 0
		NB -- 0 EB -- 0	SB -- 0 WB -- 0		NB -- 0 EB -- 0	SB -- 0 WB -- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	46	1	46	111	1	111
	Left-Through		0			0	
	Through	633	2	317	863	2	432
	Through-Right		0			0	
	Right	138	1	35	335	1	237
	Left-Through-Right		0			0	
<b>SOUTHBOUND</b>	Left	48	1	48	104	1	104
	Left-Through		0			0	
	Through	1013	1	563	690	1	399
	Through-Right		1			1	
	Right	112	0	112	107	0	107
	Left-Through-Right		0			0	
<b>EASTBOUND</b>	Left	211	1	211	315	1	315
	Left-Through		0			0	
	Through	1125	3	375	1715	3	572
	Through-Right		0			0	
	Right	75	1	52	93	1	38
	Left-Through-Right		0			0	
<b>WESTBOUND</b>	Left	207	1	207	196	1	196
	Left-Through		0			0	
	Through	1399	2	480	1430	2	501
	Through-Right		1			1	
	Right	40	0	40	74	0	74
	Left-Through-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 609 <i>East-West:</i> 691 <b>SUM:</b> 1300	<i>North-South:</i> 536 <i>East-West:</i> 816 <b>SUM:</b> 1352		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.945			0.983
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.845</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 #:**  
**59**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Fairfax Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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>	↶ Left	100	1	100	130	1	130
	↷ Left-Through		0			0	
	→ Through	510	2	255	1006	2	503
	↷ Through-Right		0			0	
	↷ Right	196	1	0	220	1	1
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>SOUTHBOUND</b>	↶ Left	68	1	68	78	1	78
	↷ Left-Through		0			0	
	→ Through	833	2	417	648	2	324
	↷ Through-Right		0			0	
	↷ Right	293	1	222	148	1	10
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>EASTBOUND</b>	↶ Left	143	1	143	276	1	276
	↷ Left-Through		0			0	
	→ Through	1056	2	384	1636	2	574
	↷ Through-Right		1			1	
	↷ Right	96	0	96	85	0	85
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>WESTBOUND</b>	↶ Left	288	1	288	219	1	219
	↷ Left-Through		0			0	
	→ Through	1350	2	462	1361	2	478
	↷ Through-Right		1			1	
	↷ Right	36	0	36	73	0	73
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>CRITICAL VOLUMES</b>		<i>North-South:</i>		517	<i>North-South:</i>		581
		<i>East-West:</i>		672	<i>East-West:</i>		793
		<b>SUM:</b>		1189	<b>SUM:</b>		1374
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.865			0.999
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.765</b>			<b>0.899</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**60**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gardner St      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	30	0	30	63	0	63
	↷ Left-Through		0			0	
	→ Through	191	0	273	259	0	442
	↘ Through-Right		0			0	
	↘ Right	52	0	0	120	0	0
	↘↷ Left-Through-Right		1			1	
	↘↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	31	0	31	41	0	41
	↷ Left-Through		0			0	
	→ Through	194	0	285	137	0	215
	↘ Through-Right		0			0	
	↘ Right	60	0	0	37	0	0
	↘↷ Left-Through-Right		1			1	
	↘↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	63	1	63	71	1	71
	↷ Left-Through		0			0	
	→ Through	1366	2	475	1863	2	646
	↘ Through-Right		1			1	
	↘ Right	58	0	58	75	0	75
	↘↷ Left-Through-Right		0			0	
	↘↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	71	1	71	57	1	57
	↷ Left-Through		0			0	
	→ Through	1631	2	560	1634	2	558
	↘ Through-Right		1			1	
	↘ Right	49	0	49	41	0	41
	↘↷ Left-Through-Right		0			0	
	↘↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 315 <i>East-West:</i> 623 <i>SUM:</i> 938			<i>North-South:</i> 483 <i>East-West:</i> 703 <i>SUM:</i> 1186
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.625			0.791
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.525</b>			<b>0.691</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**61**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Poinsettia Pl (West)      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	55	0	55
	↶↷ Left-Through		0			0	
	→ Through	17	0	95	45	0	165
	↷ Through-Right		0			0	
	↷ Right	46	0	0	65	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	14	0	14	18	0	18
	↷↶ Left-Through		0			0	
	→ Through	16	0	48	17	0	68
	↶ Through-Right		0			0	
	↶ Right	18	0	0	33	0	0
	↶↷ Left-Through-Right		1			1	
	↶↷ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	12	1	12	16	1	16
	↷↶ Left-Through		0			0	
	→ Through	1420	2	479	1967	2	664
	↶ Through-Right		1			1	
	↶ Right	16	0	16	26	0	26
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	28	1	28	40	1	40
	↷↶ Left-Through		0			0	
	→ Through	1707	2	583	1661	2	567
	↶ Through-Right		1			1	
	↶ Right	42	0	42	40	0	40
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 109			<i>North-South:</i> 183
				<i>East-West:</i> 595			<i>East-West:</i> 704
				<i>SUM:</i> 704			<i>SUM:</i> 887
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.469			0.591
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.369</b>			<b>0.491</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**62**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Poinsettia Pl (East)      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	3	0	3	2	0	2
	↶↷ Left-Through		0			0	
	→ Through	0	0	15	5	0	21
	↷ Through-Right		0			0	
	↷ Right	12	0	0	14	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	102	0	102	72	0	72
	↷↶ Left-Through		0			0	
	→ Through	0	0	162	3	0	131
	↷ Through-Right		0			0	
	↷ Right	60	0	0	56	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	12	1	12	41	1	41
	↶↷ Left-Through		0			0	
	→ Through	1468	2	489	2008	2	670
	↷ Through-Right		1			1	
	↷ Right	0	0	0	1	0	1
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	2	1	2	5	1	5
	↶↷ Left-Through		0			0	
	→ Through	1712	2	585	1682	2	581
	↷ Through-Right		1			1	
	↷ Right	43	0	43	61	0	61
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 165			<i>North-South:</i> 133
				<i>East-West:</i> 597			<i>East-West:</i> 675
				<i>SUM:</i> 762			<i>SUM:</i> 808
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.508			0.539
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.408</b>			<b>0.439</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**63**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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>	↶ Left	139	1	139	241	1	241
	↶↷ Left-Through		0			0	
	↷ Through	750	2	375	864	2	432
	↷↶ Through-Right		0			0	
	↷ Right	217	1	0	315	1	69
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	89	1	89	157	1	157
	↷↷ Left-Through		0			0	
	↷ Through	950	2	379	874	2	347
	↷↶ Through-Right		1			1	
	↷ Right	188	0	188	166	0	166
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	199	1	199	223	1	223
	↷↷ Left-Through		0			0	
	↷ Through	1212	2	449	1736	2	620
	↷↶ Through-Right		1			1	
	↷ Right	134	0	134	123	0	123
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	275	1	275	246	1	246
	↷↷ Left-Through		0			0	
	↷ Through	1476	2	505	1363	2	488
	↷↶ Through-Right		1			1	
	↷ Right	38	0	38	101	0	101
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 518			<i>North-South:</i> 589
				<i>East-West:</i> 724			<i>East-West:</i> 866
				<b>SUM:</b> 1242			<b>SUM:</b> 1455
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.903			1.058
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.803</b>			<b>0.958</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**64**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Orange Dr      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	12	0	12	15	0	15
	↶↷ Left-Through		0			0	
	→ Through	70	0	122	138	0	234
	↷ Through-Right		0			0	
	↷ Right	40	0	0	81	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	41	0	41	73	0	73
	↷↶ Left-Through		0			0	
	→ Through	56	0	162	67	0	209
	↷ Through-Right		0			0	
	↷ Right	65	0	0	69	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	18	1	18	89	1	89
	↶↷ Left-Through		0			0	
	→ Through	1200	2	409	1675	2	568
	↷ Through-Right		1			1	
	↷ Right	28	0	28	29	0	29
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	90	1	90	50	1	50
	↷↶ Left-Through		0			0	
	→ Through	1664	2	598	1657	2	592
	↷ Through-Right		1			1	
	↷ Right	130	0	130	120	0	120
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 174			<i>North-South:</i> 307
				<i>East-West:</i> 616			<i>East-West:</i> 681
				<b>SUM:</b> 790			<b>SUM:</b> 988
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.527			0.659
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.427</b>			<b>0.559</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**65**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	77	1	77	79	1	79
	↷ Left-Through		0			0	
	→ Through	1318	2	485	1313	2	474
	↷ Through-Right		1			1	
	↷ Right	136	0	136	110	0	110
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	99	1	99	139	1	139
	↷ Left-Through		0			0	
	→ Through	1818	2	717	1501	2	628
	↷ Through-Right		1			1	
	↷ Right	333	0	333	382	0	382
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	371	1	371	371	1	371
	↷ Left-Through		0			0	
	→ Through	1227	2	442	1628	2	571
	↷ Through-Right		1			1	
	↷ Right	99	0	99	84	0	84
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	272	1	272	162	1	162
	↷ Left-Through		0			0	
	→ Through	1447	2	505	1345	2	476
	↷ Through-Right		1			1	
	↷ Right	68	0	68	82	0	82
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 794			<i>North-South:</i> 707
				<i>East-West:</i> 876			<i>East-West:</i> 847
				<b>SUM:</b> 1670			<b>SUM:</b> 1554
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.215			1.130
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.115</b>			<b>1.030</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**66**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Las Palmas Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	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	10	0	10	24	0	24
	↶↷ Left-Through		0			0	
	→ Through	33	0	58	214	0	270
	↷ Through-Right		0			0	
	↷ Right	15	0	0	32	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	86	0	86	61	0	61
	↷↶ Left-Through		0			0	
	→ Through	100	0	341	78	0	253
	↷ Through-Right		0			0	
	↷ Right	155	0	0	114	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	88	1	88	270	1	270
	↶↷ Left-Through		0			0	
	→ Through	1326	2	449	1724	2	584
	↷ Through-Right		1			1	
	↷ Right	20	0	20	27	0	27
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	23	1	23	18	1	18
	↷↶ Left-Through		0			0	
	→ Through	1689	2	573	1475	2	564
	↷ Through-Right		1			1	
	↷ Right	31	0	31	217	0	217
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 399 <i>East-West:</i> 661 <i>SUM:</i> 1060			<i>North-South:</i> 523 <i>East-West:</i> 834 <i>SUM:</i> 1357
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.771			0.987
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.671</b>			<b>0.887</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>D</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**67**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cherokee Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	27	0	27	146	0	146
	↶↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	↷ Right	57	0	84	102	0	248
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		1			1	
<b>SOUTHBOUND</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>EASTBOUND</b>	↷ Left	0	0	0	0	0	0
	↷↶ Left-Through		0			0	
	→ Through	1369	2	464	1925	2	652
	↶ Through-Right		1			1	
	↶ Right	24	0	24	30	0	30
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	138	1	138	93	1	93
	↷↶ Left-Through		0			0	
	→ Through	1647	3	549	1598	3	533
	↶ 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> 84			<i>North-South:</i> 248
				<i>East-West:</i> 602			<i>East-West:</i> 745
				<i>SUM:</i> 686			<i>SUM:</i> 993
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.457			0.662
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.357</b>			<b>0.562</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**68**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Seward St      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	31	0	31	110	0	110
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↔ Through-Right		0			0	
	↵ Right	62	0	93	223	0	333
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		1			1	
<b>SOUTHBOUND</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>EASTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1422	2	481	2048	2	692
	↵↔ Through-Right		1			1	
	↵ Right	20	0	20	27	0	27
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	149	1	149	59	1	59
	↵↔ Left-Through		0			0	
	→ Through	1760	3	587	1685	3	562
	↵↔ 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> 93			<i>North-South:</i> 333
				<i>East-West:</i> 630			<i>East-West:</i> 751
				<b>SUM:</b> 723			<b>SUM:</b> 1084
VOLUME/CAPACITY (V/C) RATIO:				0.482			0.723
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.382</b>			<b>0.623</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**69**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	31	1	31	47	1	47
	↶↷ Left-Through		0			0	
	→ Through	125	0	154	277	0	333
	↷ Through-Right		1			1	
	↷ Right	29	0	0	56	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	64	1	64	80	1	80
	↷↶ Left-Through		0			0	
	→ Through	288	0	406	265	0	351
	↶ Through-Right		1			1	
	↶ Right	118	0	0	86	0	0
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	82	1	82	171	1	171
	↶↷ Left-Through		0			0	
	→ Through	1380	2	467	1992	2	680
	↷ Through-Right		1			1	
	↷ Right	22	0	22	48	0	48
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	116	1	116	36	1	36
	↷↶ Left-Through		0			0	
	→ Through	1695	2	595	1577	2	561
	↶ Through-Right		1			1	
	↶ Right	90	0	90	105	0	105
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 437			<i>North-South:</i> 413
				<i>East-West:</i> 677			<i>East-West:</i> 732
				<i>SUM:</i> 1114			<i>SUM:</i> 1145
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.743			0.763
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.643</b>			<b>0.663</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**70**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	51	1	51	115	1	115
	↶↷ Left-Through		0			0	
	↷ Through	547	1	285	1026	1	551
	↷↶ Through-Right		1			1	
	↷ Right	22	0	22	76	0	76
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	99	1	99	99	1	99
	↷↷ Left-Through		0			0	
	↷ Through	1107	1	676	679	1	409
	↷↶ Through-Right		1			1	
	↷ Right	245	0	245	139	0	139
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	172	1	172	356	1	356
	↶↷ Left-Through		0			0	
	↶ Through	1194	2	429	1611	2	567
	↶↶ Through-Right		1			1	
	↶ Right	94	0	94	89	0	89
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	96	1	96	49	1	49
	↷↷ Left-Through		0			0	
	↷ Through	1547	2	535	1505	2	540
	↷↶ Through-Right		1			1	
	↷ Right	59	0	59	115	0	115
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 727			<i>North-South:</i> 650
				<i>East-West:</i> 707			<i>East-West:</i> 896
				<b>SUM:</b> 1434			<b>SUM:</b> 1546
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.006			1.085
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.906</b>			<b>0.985</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**71**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Ivar Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	10	0	10	46	0	46
	↵↔ Left-Through		0			0	
	→ Through	85	0	138	259	0	408
	↘ Through-Right		0			0	
	↘ Right	43	0	0	103	0	0
	↔↵ Left-Through-Right		1			1	
	↔↘ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	31	1	31	59	1	59
	↵↔ Left-Through		0			0	
	→ Through	161	0	250	113	0	170
	↘ Through-Right		1			1	
	↘ Right	89	0	0	57	0	0
	↔↵ Left-Through-Right		0			0	
	↔↘ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	26	1	26	44	1	44
	↵↔ Left-Through		0			0	
	→ Through	1169	2	399	1759	2	603
	↘ Through-Right		1			1	
	↘ Right	27	0	27	51	0	51
	↔↵ Left-Through-Right		0			0	
	↔↘ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	39	1	39	71	1	71
	↵↔ Left-Through		0			0	
	→ Through	1709	2	602	1548	2	540
	↘ Through-Right		1			1	
	↘ Right	98	0	98	71	0	71
	↔↵ Left-Through-Right		0			0	
	↔↘ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 260			<i>North-South:</i> 467
				<i>East-West:</i> 628			<i>East-West:</i> 674
				<i>SUM:</i> 888			<i>SUM:</i> 1141
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.592			0.761
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.492</b>			<b>0.661</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**72**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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>	↶ Left	122	1	122	159	1	159
	↶↷ Left-Through		0			0	
	↷ Through	764	2	382	1264	2	632
	↷↶ Through-Right		0			0	
	↷ Right	245	1	11	285	1	55
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	112	1	112	214	1	214
	↷↷ Left-Through		0			0	
	↷ Through	1289	1	709	1060	1	605
	↷↶ Through-Right		1			1	
	↷ Right	128	0	128	149	0	149
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	60	1	60	97	1	97
	↶↷ Left-Through		0			0	
	↷ Through	1120	2	411	1610	2	576
	↷↶ Through-Right		1			1	
	↷ Right	114	0	114	119	0	119
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	234	1	234	230	1	230
	↷↷ Left-Through		0			0	
	↷ Through	1427	2	517	1463	2	538
	↷↶ Through-Right		1			1	
	↷ Right	124	0	124	152	0	152
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 831			<i>North-South:</i> 846
				<i>East-West:</i> 645			<i>East-West:</i> 806
				<b>SUM:</b> 1476			<b>SUM:</b> 1652
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.073			1.201
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.973</b>			<b>1.101</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**73**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Argyle Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	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	98	0	98	68	0	68
	↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	↘ Right	200	0	298	166	0	234
	↷↘ Left-Through-Right		0			0	
	↶↘ Left-Right		1			1	
<b>EASTBOUND</b>	↶ Left	150	1	150	183	1	183
	↷ Left-Through		0			0	
	→ Through	1282	3	427	1862	3	621
	↷ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↷↘ Left-Through-Right		0			0	
	↶↘ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	0	0	0	0	0	0
	↷ Left-Through		0			0	
	→ Through	1676	2	596	1675	2	593
	↷ Through-Right		1			1	
	↘ Right	112	0	112	103	0	103
	↷↘ Left-Through-Right		0			0	
	↶↘ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 298			<i>North-South:</i> 234
				<i>East-West:</i> 746			<i>East-West:</i> 776
				<b>SUM:</b> 1044			<b>SUM:</b> 1010
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.696			0.673
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.596</b>			<b>0.573</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**74**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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> 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	54	1	54	61	1	61
	↶↷ Left-Through		0			0	
	→ Through	279	0	366	569	0	653
	↷ Through-Right		1			1	
	↷ Right	87	0	0	84	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	70	1	70	84	1	84
	↷↶ Left-Through		0			0	
	→ Through	399	0	528	402	0	513
	↷ Through-Right		1			1	
	↷ Right	129	0	0	111	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	100	1	100	189	1	189
	↶↷ Left-Through		0			0	
	→ Through	1245	2	454	2094	2	722
	↷ Through-Right		1			1	
	↷ Right	117	0	117	72	0	72
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	175	1	175	81	1	81
	↶↷ Left-Through		0			0	
	→ Through	1905	2	645	1833	2	647
	↷ Through-Right		1			1	
	↷ Right	30	0	30	108	0	108
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 582			<i>North-South:</i> 737
				<i>East-West:</i> 745			<i>East-West:</i> 836
				<i>SUM:</i> 1327			<i>SUM:</i> 1573
VOLUME/CAPACITY (V/C) RATIO:				0.931			1.104
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.831</b>			<b>1.004</b>
LEVEL OF SERVICE (LOS):				<b>D</b>			<b>F</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**75**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Bronson Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	53	1	53
	↶↷ Left-Through		0			0	
	↷ Through	175	1	175	369	1	369
	↷↶ Through-Right		0			0	
	↷ Right	142	1	99	189	1	165
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	86	1	86	134	1	134
	↷↷ Left-Through		0			0	
	↷ Through	357	0	553	249	0	347
	↷↶ Through-Right		1			1	
	↷ Right	196	0	0	98	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	78	1	78	100	1	100
	↷↷ Left-Through		0			0	
	↷ Through	1271	2	432	2233	2	755
	↷↶ Through-Right		1			1	
	↷ Right	24	0	24	33	0	33
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	87	1	87	48	1	48
	↷↷ Left-Through		0			0	
	↷ Through	2019	2	716	1874	2	659
	↷↶ Through-Right		1			1	
	↷ Right	130	0	130	102	0	102
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 623			<i>North-South:</i> 503
				<i>East-West:</i> 794			<i>East-West:</i> 803
				<b>SUM:</b> 1417			<b>SUM:</b> 1306
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.945			0.871
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.845</b>			<b>0.771</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**76**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Van Ness Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	71	1	71	117	1	117
	↶↷ Left-Through		0			0	
	↷ Through	15	0	202	50	0	235
	↷↶ Through-Right		1			1	
	↷ Right	187	0	0	185	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	347	1	347	392	1	392
	↷↷ Left-Through		0			0	
	↷ Through	228	0	264	284	0	307
	↷↶ Through-Right		1			1	
	↷ Right	36	0	0	23	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	5	1	5	10	1	10
	↷↷ Left-Through		0			0	
	↷ Through	1444	2	505	2468	2	838
	↷↶ Through-Right		1			1	
	↷ Right	72	0	72	46	0	46
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	125	1	125	84	1	84
	↷↷ Left-Through		0			0	
	↷ Through	2090	2	705	1821	2	611
	↷↶ Through-Right		1			1	
	↷ Right	25	0	25	13	0	13
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 549			<i>North-South:</i> 627
				<i>East-West:</i> 710			<i>East-West:</i> 922
				<b>SUM:</b> 1259			<b>SUM:</b> 1549
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.839			1.033
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.739</b>			<b>0.933</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**77**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilton Pl      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	77	1	77	114	1	114
	Left-Through		0			0	
	Through	253	1	206	413	1	306
	Through-Right		1			1	
	Right	158	0	158	199	0	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	157	1	157	106	1	106
	Left-Through		0			0	
	Through	567	1	337	403	1	253
	Through-Right		1			1	
	Right	107	0	107	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	75	1	75	96	1	96
	Left-Through		0			0	
	Through	1281	2	501	1774	2	652
	Through-Right		1			1	
	Right	221	0	221	182	0	182
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	124	1	124	87	1	87
	Left-Through		0			0	
	Through	975	2	488	1372	2	686
	Through-Right		0			0	
	Right	113	1	35	179	1	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 414			<i>North-South:</i> 412
				<i>East-West:</i> 625			<i>East-West:</i> 782
				<b>SUM:</b> 1039			<b>SUM:</b> 1194
VOLUME/CAPACITY (V/C) RATIO:				0.693			0.796
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.593</b>			<b>0.696</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**78**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Western Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	130	1	130	130	1	130
	↵↘ Left-Through		0			0	
	→ Through	470	2	235	680	2	340
	→↘ Through-Right		0			0	
	↘ Right	75	1	23	86	1	14
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	147	1	147	271	1	271
	↵↘ Left-Through		0			0	
	→ Through	827	1	504	597	1	333
	→↘ Through-Right		1			1	
	↘ Right	181	0	181	68	0	68
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	154	1	154	272	1	272
	↵↘ Left-Through		0			0	
	→ Through	1167	2	417	1476	2	512
	→↘ Through-Right		1			1	
	↘ Right	85	0	85	60	0	60
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	105	1	105	144	1	144
	↵↘ Left-Through		0			0	
	→ Through	883	2	321	1192	2	452
	→↘ Through-Right		1			1	
	↘ Right	79	0	79	164	0	164
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 634			<i>North-South:</i> 611
				<i>East-West:</i> 522			<i>East-West:</i> 724
				<b>SUM:</b> 1156			<b>SUM:</b> 1335
VOLUME/CAPACITY (V/C) RATIO:				0.841			0.971
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.741</b>			<b>0.871</b>
LEVEL OF SERVICE (LOS):				<b>C</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**79**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** De Longpre Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	12	1	12	49	1	49
	↷ Left-Through		0			0	
	→ Through	1474	2	507	1410	2	530
	↷ Through-Right		1			1	
	↷ Right	47	0	47	180	0	180
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	27	1	27	39	1	39
	↷ Left-Through		0			0	
	→ Through	1996	2	669	1650	2	561
	↷ Through-Right		1			1	
	↷ Right	11	0	11	32	0	32
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	26	0	26	30	0	30
	↷ Left-Through		0			0	
	→ Through	54	0	116	210	0	346
	↷ Through-Right		0			0	
	↷ Right	36	0	0	106	0	0
	↷ Left-Through-Right		1			1	
	↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	144	0	144	60	0	60
	↷ Left-Through		0			0	
	→ Through	59	0	283	130	0	230
	↷ Through-Right		0			0	
	↷ Right	80	0	0	40	0	0
	↷ Left-Through-Right		1			1	
	↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 681			<i>North-South:</i> 610
				<i>East-West:</i> 309			<i>East-West:</i> 406
				<b>SUM:</b> 990			<b>SUM:</b> 1016
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.660			0.677
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.560</b>			<b>0.577</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**80**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gardner St      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	21	0	21	44	0	44
	↶↷ Left-Through		0			0	
	→ Through	169	0	254	292	0	408
	↷ Through-Right		0			0	
	↷ Right	64	0	0	72	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	57	0	57	77	0	77
	↷↶ Left-Through		0			0	
	→ Through	247	0	363	229	0	353
	↷ Through-Right		0			0	
	↷ Right	59	0	0	47	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	58	1	58	103	1	103
	↶↷ Left-Through		0			0	
	→ Through	805	1	426	1319	1	682
	↷ Through-Right		1			1	
	↷ Right	47	0	47	45	0	45
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	113	1	113	159	1	159
	↶↷ Left-Through		0			0	
	→ Through	1313	1	677	937	1	496
	↷ Through-Right		1			1	
	↷ Right	41	0	41	54	0	54
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 384			<i>North-South:</i> 485
				<i>East-West:</i> 735			<i>East-West:</i> 841
				<i>SUM:</i> 1119			<i>SUM:</i> 1326
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.746			0.884
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.646</b>			<b>0.784</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**81**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	105	1	105	137	1	137
	↷ Left-Through		0			0	
	→ Through	942	2	331	1167	2	416
	↷ Through-Right		1			1	
	↷ Right	50	0	50	82	0	82
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	45	1	45	78	1	78
	↷ Left-Through		0			0	
	→ Through	1069	2	433	1081	2	404
	↷ Through-Right		1			1	
	↷ Right	229	0	229	130	0	130
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	140	1	140	177	1	177
	↷ Left-Through		0			0	
	→ Through	647	1	387	862	1	487
	↷ Through-Right		1			1	
	↷ Right	127	0	127	112	0	112
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	87	1	87	127	1	127
	↷ Left-Through		0			0	
	→ Through	806	0	825	727	0	776
	↷ Through-Right		1			1	
	↷ Right	19	0	0	49	0	0
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 538			<i>North-South:</i> 541
				<i>East-West:</i> 965			<i>East-West:</i> 953
				<b>SUM:</b> 1503			<b>SUM:</b> 1494
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.002			0.996
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.902</b>			<b>0.896</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**82**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	50	1	50	50	1	50
	↶↷ Left-Through		0			0	
	↷ Through	1441	2	498	1332	2	471
	↷↶ Through-Right		1			1	
	↷ Right	52	0	52	80	0	80
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	30	1	30	25	1	25
	↷↷ Left-Through		0			0	
	↷ Through	1860	2	696	1615	2	599
	↷↶ Through-Right		1			1	
	↷ Right	229	0	229	183	0	183
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	183	1	183	164	1	164
	↶↷ Left-Through		0			0	
	↶ Through	430	0	518	515	0	596
	↶↶ Through-Right		1			1	
	↶ Right	88	0	0	81	0	0
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	84	1	84	51	1	51
	↷↷ Left-Through		0			0	
	↷ Through	455	0	483	486	0	525
	↷↶ Through-Right		1			1	
	↷ Right	28	0	0	39	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 746			<i>North-South:</i> 649
				<i>East-West:</i> 666			<i>East-West:</i> 689
				<i>SUM:</i> 1412			<i>SUM:</i> 1338
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.941			0.892
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.841</b>			<b>0.792</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>C</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**83**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	15	1	15	27	1	27
	↶↷ Left-Through		0			0	
	→ Through	152	0	182	313	0	360
	↷ Through-Right		1			1	
	↷ Right	30	0	0	47	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	13	1	13	42	1	42
	↷↶ Left-Through		0			0	
	→ Through	202	0	247	249	0	284
	↶ Through-Right		1			1	
	↶ Right	45	0	0	35	0	0
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	27	0	27	44	0	44
	↷↶ Left-Through		1			1	
	→ Through	344	0	371	573	0	617
	↶ Through-Right		0			0	
	↶ Right	24	1	17	47	1	34
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	20	0	20	18	0	18
	↷↶ Left-Through		0			0	
	→ Through	538	0	598	407	0	465
	↶ Through-Right		0			0	
	↶ Right	40	0	0	40	0	0
	↶↷ Left-Through-Right		1			1	
	↶↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 262			<i>North-South:</i> 402
				<i>East-West:</i> 625			<i>East-West:</i> 635
				<i>SUM:</i> 887			<i>SUM:</i> 1037
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.591			0.691
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.491</b>			<b>0.591</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**84**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	13	0	13	30	0	30
	↶↷ Left-Through		1			1	
	→ Through	580	0	341	873	0	531
	↷ Through-Right		1			1	
	↷ Right	24	0	341	68	0	531
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	19	0	19	41	0	41
	↷↶ Left-Through		1			1	
	→ Through	1078	0	618	776	0	517
	↷ Through-Right		1			1	
	↷ Right	81	0	618	93	0	517
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	142	0	142	126	0	126
	↶↷ Left-Through		0			0	
	→ Through	263	0	424	563	0	704
	↷ Through-Right		0			0	
	↷ Right	19	0	0	15	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	41	0	41	26	0	26
	↷↶ Left-Through		0			0	
	→ Through	485	0	566	441	0	514
	↷ Through-Right		0			0	
	↷ Right	40	0	0	47	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 631			<i>North-South:</i> 572
				<i>East-West:</i> 708			<i>East-West:</i> 730
				<b>SUM:</b> 1339			<b>SUM:</b> 1302
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.893			0.868
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.793</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 #:**  
**85**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	50	1	50	62	1	62
	↶↷ Left-Through		0			0	
	↷ Through	1049	1	561	1436	1	751
	↷↶ Through-Right		1			1	
	↷ Right	72	0	72	66	0	66
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	31	1	31	68	1	68
	↷↷ Left-Through		0			0	
	↷ Through	1368	1	717	1309	1	686
	↷↶ Through-Right		1			1	
	↷ Right	65	0	65	63	0	63
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	58	1	58	95	1	95
	↶↷ Left-Through		0			0	
	↶ Through	256	0	286	542	0	590
	↶↶ Through-Right		1			1	
	↶ Right	30	0	0	48	0	0
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	49	1	49	68	1	68
	↷↶ Left-Through		0			0	
	↷ Through	472	0	597	393	0	494
	↷↷ Through-Right		1			1	
	↷ Right	125	0	0	101	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 767			<i>North-South:</i> 819
				<i>East-West:</i> 655			<i>East-West:</i> 658
				<i>SUM:</i> 1422			<i>SUM:</i> 1477
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.948			0.985
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.848</b>			<b>0.885</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**86**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		NB -- 0 EB -- 0	SB -- 0 WB -- 0		NB -- 0 EB -- 0	SB -- 0 WB -- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	27	1	27	47	1	47
	↷ Left-Through		0			0	
	→ Through	311	0	353	606	0	632
	↷ Through-Right		1			1	
	↘ Right	42	0	0	26	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	31	1	31	90	1	90
	↷ Left-Through		0			0	
	→ Through	489	0	568	525	0	598
	↷ Through-Right		1			1	
	↘ Right	79	0	0	73	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	79	0	79	104	0	104
	↷ Left-Through		0			0	
	→ Through	231	0	339	576	0	709
	↷ Through-Right		0			0	
	↘ Right	29	0	0	29	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	49	0	49	47	0	47
	↷ Left-Through		0			0	
	→ Through	529	0	618	419	0	520
	↷ Through-Right		0			0	
	↘ Right	40	0	0	54	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 595 <i>East-West:</i> 697 <b>SUM:</b> 1292	<i>North-South:</i> 722 <i>East-West:</i> 756 <b>SUM:</b> 1478		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.861			0.985
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.761</b>			<b>0.885</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**87**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Lexington Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	21	1	21	65	1	65
	↷ Left-Through		0			0	
	→ Through	1471	2	504	1404	2	518
	↷ Through-Right		1			1	
	↘ Right	41	0	41	149	0	149
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	36	1	36	42	1	42
	↷ Left-Through		0			0	
	→ Through	1882	2	651	1656	2	564
	↷ Through-Right		1			1	
	↘ Right	72	0	72	36	0	36
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	28	0	28	29	0	29
	↷ Left-Through		0			0	
	→ Through	57	0	127	211	0	301
	↷ Through-Right		0			0	
	↘ Right	42	0	0	61	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	56	0	56	21	0	21
	↷ Left-Through		0			0	
	→ Through	142	0	255	69	0	111
	↷ Through-Right		0			0	
	↘ Right	57	0	0	21	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 672			<i>North-South:</i> 629
				<i>East-West:</i> 283			<i>East-West:</i> 322
				<i>SUM:</i> 955			<i>SUM:</i> 951
VOLUME/CAPACITY (V/C) RATIO:				0.637			0.634
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.537</b>			<b>0.534</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**88**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Fairfax Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? * Override Capacity				4 0 0 0 1 0			4 0 0 0 1 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	102	1	102	110	1	110
	Left-Through		0			0	
	Through	730	2	365	918	2	459
	Through-Right		0			0	
	Right	93	1	0	170	1	87
	Left-Through-Right		0			0	
<b>SOUTHBOUND</b>	Left	108	1	108	171	1	171
	Left-Through		0			0	
	Through	999	1	551	731	1	434
	Through-Right		1			1	
	Right	103	0	103	137	0	137
	Left-Through-Right		0			0	
<b>EASTBOUND</b>	Left	121	1	121	281	1	281
	Left-Through		0			0	
	Through	612	1	336	1322	1	695
	Through-Right		1			1	
	Right	59	0	59	67	0	67
	Left-Through-Right		0			0	
<b>WESTBOUND</b>	Left	293	1	293	166	1	166
	Left-Through		0			0	
	Through	1182	1	658	1062	1	614
	Through-Right		1			1	
	Right	133	0	133	165	0	165
	Left-Through-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 653 <i>East-West:</i> 779 <i>SUM:</i> 1432			<i>North-South:</i> 630 <i>East-West:</i> 895 <i>SUM:</i> 1525
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.041			1.109
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.971</b>			<b>1.039</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>F</b>

\* Signal synchronization at intersections in West Hollywood jurisdiction.



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**89**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gardner St      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? * Override Capacity				2 0 0 0 1 0			2 0 0 0 1 0
	<i>NB --</i> 0 <i>SB --</i> 0 <i>EB --</i> 0 <i>WB --</i> 0				<i>NB --</i> 0 <i>SB --</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	13	1	13	35	1	35
	↷ Left-Through		0			0	
	→ Through	92	0	127	183	0	224
	↷ Through-Right		1			1	
	↘ Right	35	0	0	41	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	58	1	58	68	1	68
	↷ Left-Through		0			0	
	→ Through	249	0	327	200	0	279
	↷ Through-Right		1			1	
	↘ Right	78	0	0	79	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	75	1	75	129	1	129
	↷ Left-Through		0			0	
	→ Through	919	1	467	1585	1	821
	↷ Through-Right		1			1	
	↘ Right	15	0	15	56	0	56
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	46	1	46	45	1	45
	↷ Left-Through		0			0	
	→ Through	1514	1	787	1384	1	739
	↷ Through-Right		1			1	
	↘ Right	60	0	60	94	0	94
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 340 <i>East-West:</i> 862 <b>SUM:</b> 1202	<i>North-South:</i> 314 <i>East-West:</i> 868 <b>SUM:</b> 1182		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.801			0.788
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.731</b>			<b>0.718</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>

\* Signal synchronization at intersections in West Hollywood jurisdiction.



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**90**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Formosa Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? * Override Capacity				3 0 0 0 1 0			3 0 0 0 1 0
		NB -- 0 EB -- 0	SB -- 0 WB -- 0		NB -- 0 EB -- 0	SB -- 0 WB -- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	64	0	64	127	0	127
	Left-Through		1			1	
	Through	9	0	73	31	0	158
	Through-Right		0			0	
	Right	28	1	0	124	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	10	0	10	13	0	13
	Left-Through		0			0	
	Through	51	0	165	59	0	168
	Through-Right		0			0	
	Right	104	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	18	1	18	38	1	38
	Left-Through		0			0	
	Through	1169	1	622	1688	1	903
	Through-Right		1			1	
	Right	74	0	74	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	81	1	81	90	1	90
	Left-Through		0			0	
	Through	1588	1	802	1356	1	687
	Through-Right		1			1	
	Right	15	0	15	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<b>North-South:</b> 229 <b>East-West:</b> 820 <b>SUM:</b> 1049	<b>North-South:</b> 295 <b>East-West:</b> 993 <b>SUM:</b> 1288		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.736			0.904
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.666</b>			<b>0.834</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>D</b>

\* Signal synchronization at intersections in West Hollywood jurisdiction.





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**91**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	117	1	117	125	1	125
	↶↷ Left-Through		0			0	
	↷ Through	799	2	304	1103	2	432
	↷↶ Through-Right		1			1	
	↷ Right	112	0	112	193	0	193
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	100	1	100	101	1	101
	↷↷ Left-Through		0			0	
	↷ Through	1195	2	452	1029	2	394
	↷↶ Through-Right		1			1	
	↷ Right	160	0	160	153	0	153
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	99	1	99	192	1	192
	↶↷ Left-Through		0			0	
	↷ Through	934	1	507	1357	1	753
	↷↶ Through-Right		1			1	
	↷ Right	80	0	80	148	0	148
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	194	1	194	194	1	194
	↷↷ Left-Through		0			0	
	↷ Through	1278	1	676	1113	1	599
	↷↶ Through-Right		1			1	
	↷ Right	73	0	73	85	0	85
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 569			<i>North-South:</i> 533
				<i>East-West:</i> 775			<i>East-West:</i> 947
				<b>SUM:</b> 1344			<b>SUM:</b> 1480
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.977			1.076
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.907</b>			<b>1.006</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>F</b>

\* Signal synchronization at intersections in West Hollywood jurisdiction.



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**92**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	75	1	75	97	1	97
	↶↷ Left-Through		0			0	
	↷ Through	1265	3	422	1160	3	387
	↷↶ Through-Right		0			0	
	↷ Right	166	1	0	257	1	56
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	148	1	148	117	1	117
	↷↷ Left-Through		0			0	
	↷ Through	1520	2	615	1351	2	530
	↷↶ Through-Right		1			1	
	↷ Right	325	0	325	238	0	238
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	184	1	184	288	1	288
	↷↷ Left-Through		0			0	
	↷ Through	1200	1	633	1622	1	851
	↷↶ Through-Right		1			1	
	↷ Right	65	0	65	79	0	79
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	236	1	236	201	1	201
	↷↷ Left-Through		0			0	
	↷ Through	1424	1	746	1382	1	761
	↷↶ Through-Right		1			1	
	↷ Right	67	0	67	139	0	139
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 690			<i>North-South:</i> 627
				<i>East-West:</i> 930			<i>East-West:</i> 1052
				<b>SUM:</b> 1620			<b>SUM:</b> 1679
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.137			1.178
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.037</b>			<b>1.078</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**93**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Las Palmas Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	28	0	28	41	0	41
	↷ Left-Through		0			0	
	→ Through	65	0	116	163	0	300
	↷ Through-Right		0			0	
	↘ Right	23	0	0	96	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	56	0	56	57	0	57
	↷ Left-Through		0			0	
	→ Through	97	0	224	98	0	212
	↷ Through-Right		0			0	
	↘ Right	71	0	0	57	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	35	1	35	84	1	84
	↷ Left-Through		0			0	
	→ Through	1440	1	737	1816	1	936
	↷ Through-Right		1			1	
	↘ Right	34	0	34	55	0	55
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	133	1	133	108	1	108
	↷ Left-Through		0			0	
	→ Through	1661	1	856	1569	1	830
	↷ Through-Right		1			1	
	↘ Right	50	0	50	90	0	90
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 252 <i>East-West:</i> 891 <i>SUM:</i> 1143			<i>North-South:</i> 357 <i>East-West:</i> 1044 <i>SUM:</i> 1401
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.762			0.934
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.662</b>			<b>0.834</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**94**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	25	0	25	18	0	18
	↶↷ Left-Through		0			0	
	↷ Through	105	0	156	201	0	239
	↷↶ Through-Right		0			0	
	↷ Right	26	0	0	20	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	47	0	47	46	0	46
	↷↷ Left-Through		0			0	
	↷ Through	142	0	280	200	0	318
	↷↶ Through-Right		0			0	
	↷ Right	91	0	0	72	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	32	1	32	73	1	73
	↶↷ Left-Through		0			0	
	↶ Through	1153	1	586	1869	1	953
	↶↶ Through-Right		1			1	
	↶ Right	18	0	18	36	0	36
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	23	1	23	20	1	20
	↷↷ Left-Through		0			0	
	↷ Through	2008	1	1015	1637	1	843
	↷↶ Through-Right		1			1	
	↷ Right	21	0	21	48	0	48
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 305 <i>East-West:</i> 1047 <i>SUM:</i> 1352			<i>North-South:</i> 336 <i>East-West:</i> 973 <i>SUM:</i> 1309
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.901			0.873
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.801</b>			<b>0.773</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**95**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	26	0	26	36	0	36
	↶↷ Left-Through		1			1	
	↷ Through	445	0	309	671	0	428
	↷↶ Through-Right		1			1	
	↷ Right	17	0	309	40	0	428
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	46	0	46	61	0	61
	↷↷ Left-Through		1			1	
	↷ Through	802	0	572	733	0	549
	↷↶ Through-Right		1			1	
	↷ Right	250	0	572	121	0	549
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	86	0	86	164	0	164
	↶↷ Left-Through		1			1	
	↶ Through	1112	1	814	1767	1	1376
	↶↶ Through-Right		0			0	
	↶ Right	47	1	47	44	1	44
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	66	1	66	45	1	45
	↷↶ Left-Through		0			0	
	↷ Through	1766	1	904	1641	1	863
	↷↷ Through-Right		1			1	
	↷ Right	42	0	42	84	0	84
	↷↶ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 598			<i>North-South:</i> 585
				<i>East-West:</i> 990			<i>East-West:</i> 1421
				<i>SUM:</i> 1588			<i>SUM:</i> 2006
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.059			1.337
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.959</b>			<b>1.237</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**96**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	89	1	89	81	1	81
	Left-Through		0			0	
	Through	1116	2	558	1395	2	698
	Through-Right		0			0	
	Right	100	1	27	90	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	73	1	73	115	1	115
	Left-Through		0			0	
	Through	1310	1	732	1214	1	662
	Through-Right		1			1	
	Right	154	0	154	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	75	1	75	124	1	124
	Left-Through		0			0	
	Through	1105	1	588	1711	1	885
	Through-Right		1			1	
	Right	71	0	71	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	146	1	146	88	1	88
	Left-Through		0			0	
	Through	1726	1	898	1444	1	791
	Through-Right		1			1	
	Right	69	0	69	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 821 <i>East-West:</i> 973 <i>SUM:</i> 1794			<i>North-South:</i> 813 <i>East-West:</i> 973 <i>SUM:</i> 1786
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.196			1.191
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.096</b>			<b>1.091</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**97**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0 0 2 0			2 0 0 0 2 0
		NB -- 0 EB -- 0	SB -- 0 WB -- 0		NB -- 0 EB -- 0	SB -- 0 WB -- 0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	29	1	29	39	1	39
	↷ Left-Through		0			0	
	→ Through	270	0	328	513	0	600
	↷ Through-Right		1			1	
	↘ Right	58	0	0	87	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	81	1	81	61	1	61
	↷ Left-Through		0			0	
	→ Through	507	0	556	396	0	466
	↷ Through-Right		1			1	
	↘ Right	49	0	0	70	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	68	1	68	101	1	101
	↷ Left-Through		0			0	
	→ Through	1185	1	610	1801	1	915
	↷ Through-Right		1			1	
	↘ Right	34	0	34	28	0	28
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	205	1	205	98	1	98
	↷ Left-Through		0			0	
	→ Through	1854	1	947	1702	1	886
	↷ Through-Right		1			1	
	↘ Right	39	0	39	70	0	70
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 585 <i>East-West:</i> 1015 <b>SUM:</b> 1600	<i>North-South:</i> 661 <i>East-West:</i> 1013 <b>SUM:</b> 1674		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.067			1.116
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.967</b>			<b>1.016</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**98**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Bronson Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	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	9	0	9	8	0	8
	↶↷ Left-Through		0			0	
	↷ Through	5	0	17	11	0	28
	↷↶ Through-Right		0			0	
	↷ Right	3	0	0	9	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	165	1	165	143	1	143
	↷↷ Left-Through		0			0	
	↷ Through	17	0	176	10	0	143
	↷↶ Through-Right		1			1	
	↷ Right	159	0	0	133	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	86	1	86	103	1	103
	↶↷ Left-Through		0			0	
	↶ Through	1261	1	632	1708	1	868
	↶↶ Through-Right		1			1	
	↶ Right	3	0	3	28	0	28
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	8	1	8	30	1	30
	↷↷ Left-Through		0			0	
	↷ Through	1863	1	971	1713	1	881
	↷↶ Through-Right		1			1	
	↷ Right	78	0	78	49	0	49
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 193 <i>East-West:</i> 1057 <i>SUM:</i> 1250			<i>North-South:</i> 171 <i>East-West:</i> 984 <i>SUM:</i> 1155
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.877			0.811
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.777</b>			<b>0.711</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**99**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Van Ness Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	0	0	0	0	0	0
	Left-Through		0			0	
	Through	309	0	418	484	0	587
	Through-Right		1			1	
	Right	109	0	0	103	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	484	0	593	448	0	539
	Through-Right		1			1	
	Right	109	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	41	1	41	57	1	57
	Left-Through		0			0	
	Through	1182	1	666	1691	1	904
	Through-Right		1			1	
	Right	149	0	149	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	78	1	78	29	1	29
	Left-Through		0			0	
	Through	1791	1	911	1588	1	811
	Through-Right		1			1	
	Right	30	0	30	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 593			<i>North-South:</i> 587
				<i>East-West:</i> 952			<i>East-West:</i> 933
				<b>SUM:</b> 1545			<b>SUM:</b> 1520
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.030			1.013
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.930</b>			<b>0.913</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**100**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilton Pl      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	0	0	0	0	0	0
	↷ Left-Through		0			0	
	→ Through	835	1	452	881	1	490
	↷ Through-Right		1			1	
	↘ Right	69	0	69	98	0	98
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	0	0	0	0	0	0
	↷ Left-Through		0			0	
	→ Through	870	1	488	716	1	387
	↷ Through-Right		1			1	
	↘ Right	105	0	105	58	0	58
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	42	1	42	70	1	70
	↷ Left-Through		0			0	
	→ Through	1134	1	602	1603	1	838
	↷ Through-Right		1			1	
	↘ Right	70	0	70	73	0	73
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	79	1	79	110	1	110
	↷ Left-Through		0			0	
	→ Through	1468	1	741	1483	1	759
	↷ Through-Right		1			1	
	↘ Right	13	0	13	35	0	35
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 488			<i>North-South:</i> 490
				<i>East-West:</i> 783			<i>East-West:</i> 948
				<b>SUM:</b> 1271			<b>SUM:</b> 1438
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.847			0.959
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.747</b>			<b>0.859</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**101**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Western Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 3	WB -- 0	0	EB -- 3	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	98	1	98	67	1	67
	↷ Left-Through		0			0	
	→ Through	883	2	442	982	2	491
	↘ Through-Right		0			0	
	↘ Right	130	1	31	248	1	56
	↘↷ Left-Through-Right		0			0	
↘↷ Left-Right		0			0		
<b>SOUTHBOUND</b>	↶ Left	110	1	110	92	1	92
	↷ Left-Through		0			0	
	→ Through	1039	1	586	1066	1	564
	↘ Through-Right		1			1	
	↘ Right	133	0	133	62	0	62
	↘↷ Left-Through-Right		0			0	
↘↷ Left-Right		0			0		
<b>EASTBOUND</b>	↶ Left	111	1	111	168	1	168
	↷ Left-Through		0			0	
	→ Through	1115	2	558	1492	2	746
	↘ Through-Right		0			0	
	↘ Right	70	1	0	73	1	6
	↘↷ Left-Through-Right		0			0	
↘↷ Left-Right		0			0		
<b>WESTBOUND</b>	↶ Left	99	1	99	192	1	192
	↷ Left-Through		0			0	
	→ Through	1444	1	741	1527	1	806
	↘ Through-Right		1			1	
	↘ Right	38	0	38	85	0	85
	↘↷ Left-Through-Right		0			0	
↘↷ Left-Right		0			0		
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 684 <i>East-West:</i> 852 <i>SUM:</i> 1536			<i>North-South:</i> 631 <i>East-West:</i> 974 <i>SUM:</i> 1605
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.117			1.167
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.017</b>			<b>1.067</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**102**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** US-101 SB On-ramp      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	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	99	0	99	116	0	116
	↷↷ Left-Through		0			0	
	↷ Through	25	0	135	36	0	168
	↷↶ Through-Right		0			0	
	↷ Right	11	0	0	16	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	6	0	6	12	0	12
	↶↷ Left-Through		1			1	
	↶ Through	871	1	454	1139	1	606
	↶↶ Through-Right		0			0	
	↶ Right	618	1	618	670	1	670
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	63	1	63	60	1	60
	↷↷ Left-Through		0			0	
	↷ Through	1571	1	808	1769	1	922
	↷↶ Through-Right		1			1	
	↷ Right	45	0	45	75	0	75
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 135			<i>North-South:</i> 168
				<i>East-West:</i> 814			<i>East-West:</i> 934
				<i>SUM:</i> 949			<i>SUM:</i> 1102
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.633			0.735
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.533</b>			<b>0.635</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**103**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** US-101 NB Off-ramp      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	738	1	412	867	1	530
	↵↘ Left-Through		0			0	
	→ Through	35	0	412	110	0	530
	→↘ Through-Right		0			0	
	↘ Right	50	0	0	82	0	0
	↘↙ Left-Through-Right		1			1	
	↙ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	21	0	21	25	0	25
	↵↘ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↘ Through-Right		0			0	
	↘ Right	63	0	84	59	0	84
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		1			1	
<b>EASTBOUND</b>	↵ Left	10	1	10	20	1	20
	↵↘ Left-Through		0			0	
	→ Through	938	2	469	1219	2	610
	→↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↘ Left-Through		0			0	
	→ Through	981	1	510	970	1	505
	→↘ Through-Right		1			1	
	↘ Right	39	0	39	39	0	39
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 496			<i>North-South:</i> 614
				<i>East-West:</i> 520			<i>East-West:</i> 610
				<b>SUM:</b> 1016			<b>SUM:</b> 1224
VOLUME/CAPACITY (V/C) RATIO:				0.713			0.859
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.613</b>			<b>0.759</b>
LEVEL OF SERVICE (LOS):				<b>B</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**104**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Willoughby Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	58	1	58	61	1	61
	↶↷ Left-Through		0			0	
	↷ Through	1467	2	501	1421	2	487
	↷↶ Through-Right		1			1	
	↷ Right	36	0	36	41	0	41
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	34	1	34	69	1	69
	↷↷ Left-Through		0			0	
	↷ Through	1711	2	601	1601	2	557
	↷↶ Through-Right		1			1	
	↷ Right	92	0	92	69	0	69
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	81	0	81	131	0	131
	↶↷ Left-Through		0			0	
	↶ Through	101	0	235	334	0	574
	↶↶ Through-Right		0			0	
	↶ Right	53	0	0	109	0	0
	↶↷ Left-Through-Right		1			1	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	108	0	108	64	0	64
	↷↷ Left-Through		0			0	
	↷ Through	333	0	492	159	0	271
	↷↶ Through-Right		0			0	
	↷ Right	51	0	0	48	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 659			<i>North-South:</i> 618
				<i>East-West:</i> 573			<i>East-West:</i> 638
				<b>SUM:</b> 1232			<b>SUM:</b> 1256
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.821			0.837
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.721</b>			<b>0.737</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**105**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Melrose Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	79	1	79	104	1	104
	↷ Left-Through		0			0	
	→ Through	1226	2	451	1490	2	536
	↷ Through-Right		1			1	
	↘ Right	126	0	126	117	0	117
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	55	1	55	47	1	47
	↷ Left-Through		0			0	
	→ Through	1230	2	472	1170	2	427
	↷ Through-Right		1			1	
	↘ Right	187	0	187	111	0	111
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	80	1	80	130	1	130
	↷ Left-Through		0			0	
	→ Through	954	1	550	1043	1	583
	↷ Through-Right		1			1	
	↘ Right	145	0	145	122	0	122
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	228	1	228	200	1	200
	↷ Left-Through		0			0	
	→ Through	1346	1	696	951	1	517
	↷ Through-Right		1			1	
	↘ Right	45	0	45	82	0	82
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 551 <i>East-West:</i> 778 <i>SUM:</i> 1329			<i>North-South:</i> 583 <i>East-West:</i> 783 <i>SUM:</i> 1366
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.933			0.959
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.833</b>			<b>0.859</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**106**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Melrose Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	1	0	1	1	0	1
	↷ Left-Through		1			1	
	→ Through	1401	0	778	1347	0	771
	↷ Through-Right		1			1	
	↷ Right	149	0	778	189	0	771
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	81	1	81	99	1	99
	↷ Left-Through		0			0	
	→ Through	1420	2	710	1514	2	757
	↷ Through-Right		0			0	
	↷ Right	426	1	232	169	1	23
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	194	1	194	146	1	146
	↷ Left-Through		0			0	
	→ Through	1005	1	518	1189	1	609
	↷ Through-Right		1			1	
	↷ Right	30	0	30	28	0	28
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	283	1	283	276	1	276
	↷ Left-Through		0			0	
	→ Through	1356	1	697	1043	1	554
	↷ Through-Right		1			1	
	↷ Right	37	0	37	64	0	64
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 859			<i>North-South:</i> 870
				<i>East-West:</i> 891			<i>East-West:</i> 885
				<b>SUM:</b> 1750			<b>SUM:</b> 1755
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.228			1.232
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.128</b>			<b>1.132</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**107**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Melrose Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	118	1	118	107	1	107
	Left-Through		0			0	
	Through	1182	1	623	1330	1	693
	Through-Right		1			1	
	Right	64	0	64	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	107	1	107	96	1	96
	Left-Through		0			0	
	Through	1198	1	656	1127	1	611
	Through-Right		1			1	
	Right	113	0	113	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	64	1	64	92	1	92
	Left-Through		0			0	
	Through	1124	1	592	1360	1	727
	Through-Right		1			1	
	Right	60	0	60	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	70	1	70	53	1	53
	Left-Through		0			0	
	Through	1180	1	632	1123	1	620
	Through-Right		1			1	
	Right	84	0	84	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 774			<i>North-South:</i> 789
				<i>East-West:</i> 696			<i>East-West:</i> 780
				<b>SUM:</b> 1470			<b>SUM:</b> 1569
VOLUME/CAPACITY (V/C) RATIO:				0.980			1.046
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.880</b>			<b>0.946</b>
LEVEL OF SERVICE (LOS):				<b>D</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**108**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower **East-West Street:** Melrose Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016 **Analyst:** GTC **Date:**

		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> 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	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	360	1	360	515	1	515
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	266	1	184	265	1	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	165	1	165	226	1	226
	Left-Through		0			0	
	Through	1034	2	517	1261	2	631
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1203	1	738	1077	1	690
	Through-Right		1			1	
	Right	273	0	273	302	0	302
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 360			<i>North-South:</i> 515
				<i>East-West:</i> 903			<i>East-West:</i> 916
				<b>SUM:</b> 1263			<b>SUM:</b> 1431
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.886			1.004
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.786</b>			<b>0.904</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**109**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Western Ave      **East-West Street:** Melrose Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	95	1	95	66	1	66
	↷ Left-Through		0			0	
	→ Through	1239	1	679	1155	1	634
	↷ Through-Right		1			1	
	↘ Right	118	0	118	113	0	113
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	81	1	81	96	1	96
	↷ Left-Through		0			0	
	→ Through	1199	1	677	1249	1	686
	↷ Through-Right		1			1	
	↘ Right	155	0	155	122	0	122
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	70	1	70	129	1	129
	↷ Left-Through		0			0	
	→ Through	1115	1	602	1237	1	664
	↷ Through-Right		1			1	
	↘ Right	88	0	88	91	0	91
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	103	1	103	96	1	96
	↷ Left-Through		0			0	
	→ Through	1231	1	636	1048	1	557
	↷ Through-Right		1			1	
	↘ Right	40	0	40	66	0	66
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 772			<i>North-South:</i> 752
				<i>East-West:</i> 706			<i>East-West:</i> 760
				<i>SUM:</i> 1478			<i>SUM:</i> 1512
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.985			1.008
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.885</b>			<b>0.908</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**110**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Rosewood Ave  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	30	0	30	33	0	33
	↵↘ Left-Through		1			1	
	→ Through	1665	0	953	1563	0	919
	→↘ Through-Right		1			1	
	↘ Right	60	0	953	76	0	919
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↘ Left	5	0	5	18	0	18
	↘↗ Left-Through		1			1	
	→ Through	1817	0	940	1721	0	926
	→↘ Through-Right		1			1	
	↘ Right	33	0	940	23	0	926
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↘ Left	31	0	31	38	0	38
	↘↗ Left-Through		0			0	
	→ Through	35	0	95	192	0	253
	→↘ Through-Right		0			0	
	↘ Right	29	0	0	23	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↘ Left	58	0	58	29	0	29
	↘↗ Left-Through		0			0	
	→ Through	59	0	123	13	0	43
	→↘ Through-Right		0			0	
	↘ Right	6	0	0	1	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 970			<i>North-South:</i> 959
				<i>East-West:</i> 154			<i>East-West:</i> 282
				<i>SUM:</i> 1124			<i>SUM:</i> 1241
VOLUME/CAPACITY (V/C) RATIO:				0.749			0.827
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.649</b>			<b>0.727</b>
LEVEL OF SERVICE (LOS):				<b>B</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**111**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Beverly Blvd  
**Scenario:** Future with Refined Modified Project Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3 0 0 0 2 0			3 0 0 0 2 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	2	0	0	3	0	0
	Left-Through		0			0	
	Through	1464	1	787	1415	1	780
	Through-Right		1			1	
	Right	110	0	110	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	2	0	0	2	0	0
	Left-Through		0			0	
	Through	1485	1	834	1396	1	753
	Through-Right		1			1	
	Right	182	0	182	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	143	1	143	128	1	128
	Left-Through		0			0	
	Through	1040	1	537	1460	1	735
	Through-Right		1			1	
	Right	34	0	34	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	150	1	150	94	1	94
	Left-Through		0			0	
	Through	1274	1	650	1200	1	620
	Through-Right		1			1	
	Right	25	0	25	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 834 <i>East-West:</i> 793 <i>SUM:</i> 1627			<i>North-South:</i> 780 <i>East-West:</i> 829 <i>SUM:</i> 1609
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.142			1.129
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.042</b>			<b>1.029</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**1**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd East      **East-West Street:** Pilgrimage Bridge  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	28	0	28	71	0	71
	↵↘ Left-Through		1			1	
	→ Through	1331	2	453	2544	2	872
	↘ Through-Right		0			0	
	↘ Right	15	1	15	5	1	5
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</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>EASTBOUND</b>	↵ Left	148	0	148	292	0	292
	↵↘ Left-Through		1			1	
	→ Through	9	0	157	4	0	296
	↘ Through-Right		0			0	
	↘ Right	623	1	623	242	1	242
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	3	0	3	11	0	11
	↵↘ Left-Through		1			1	
	→ Through	1	0	4	3	0	14
	↘ Through-Right		0			0	
	↘ Right	3	1	3	6	1	6
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 453			<i>North-South:</i> 872
				<i>East-West:</i> 626			<i>East-West:</i> 307
				<i>SUM:</i> 1079			<i>SUM:</i> 1179
VOLUME/CAPACITY (V/C) RATIO:				0.719			0.786
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.619</b>			<b>0.686</b>
LEVEL OF SERVICE (LOS):				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**2**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave / US 101 | **East-West Street:** Pat Moore Wy / Hollywood Bowl Rd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016 **Analyst:** GTC **Date:**

		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> 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	11	0	11	16	0	16
	Left-Through		1			1	
	Through	2818	2	767	3058	2	820
	Through-Right		1			1	
	Right	182	0	767	127	0	820
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	105	1	105	163	1	163
	Left-Through		0			0	
	Through	2705	3	902	3192	3	1064
	Through-Right		0			0	
	Right	6	1	6	15	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	0	0	0	14	0	14
	Left-Through		1			1	
	Through	2	1	1	9	1	9
	Through-Right		0			0	
	Right	2	2	1	9	2	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</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>CRITICAL VOLUMES</b>				<i>North-South:</i> 913			<i>North-South:</i> 1080
				<i>East-West:</i> 1			<i>East-West:</i> 14
				<i>SUM:</i> 914			<i>SUM:</i> 1094
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.641			0.768
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.541</b>			<b>0.668</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** US-101 NB Off-ramp      **East-West Street:** Cahuenga Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	68	0	68	109	0	109
	↵↘ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↘ Through-Right		0			0	
	↘ Right	5	0	73	4	0	113
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		1			1	
<b>SOUTHBOUND</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>EASTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↘ Left-Through		0			0	
	→ Through	674	1	674	274	1	274
	→↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↘ Left-Through		0			0	
	→ Through	1397	2	699	2609	2	1305
	→↘ 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> 73			<i>North-South:</i> 113
				<i>East-West:</i> 699			<i>East-West:</i> 1305
				<i>SUM:</i> 772			<i>SUM:</i> 1418
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.515			0.945
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.415</b>			<b>0.845</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>D</b>





## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Odin St  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?				2			2
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	0	0	0	2	0	0
	↷ Left-Through		0			0	
	→ Through	2876	3	959	3174	3	1058
	↷ Through-Right		0			0	
	↷ Right	237	1	29	321	1	265
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	8	1	8	23	1	23
	↷ Left-Through		0			0	
	→ Through	2778	2	927	3140	2	1047
	↷ Through-Right		1			1	
	↷ Right	2	0	2	2	0	2
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	3	0	3	2	0	2
	↷ Left-Through		1			1	
	→ Through	8	1	6	2	1	2
	↷ Through-Right		0			0	
	↷ Right	2	1	2	2	1	2
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	208	1	208	56	1	56
	↷ Left-Through		0			0	
	→ Through	8	1	8	1	1	1
	↷ Through-Right		0			0	
	↷ Right	19	1	15	19	1	8
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 967 <i>East-West:</i> 214 <i>SUM:</i> 1181			<i>North-South:</i> 1081 <i>East-West:</i> 58 <i>SUM:</i> 1139
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.859			0.828
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.759</b>			<b>0.728</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Odin St      **East-West Street:** Cahuenga Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
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	198	1	124	287	1	190
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↔ Through-Right		0			0	
	↵ Right	50	0	124	92	0	190
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		1			1	
<b>SOUTHBOUND</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		1			1	
	↵↔ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	0	1	0	0	1	0
	↵↔ Left-Through		0			0	
	→ Through	666	0	684	276	0	277
	↵↔ Through-Right		1			1	
	↵ Right	18	0	0	1	0	0
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	17	1	17	25	1	25
	↵↔ Left-Through		0			0	
	→ Through	1177	1	589	2334	1	1167
	↵↔ Through-Right		1			1	
	↵ Right	0	0	0	0	0	0
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 124			<i>North-South:</i> 190
				<i>East-West:</i> 701			<i>East-West:</i> 1167
				<b>SUM:</b> 825			<b>SUM:</b> 1357
VOLUME/CAPACITY (V/C) RATIO:				0.579			0.952
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.479</b>			<b>0.852</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Camrose Dr / Milner Rd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	27	1	27	29	1	29
	↵↘ Left-Through		0			0	
	→ Through	2973	2	996	3288	2	1104
	↘ Through-Right		1			1	
	↘ Right	16	0	16	24	0	24
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	16	1	16	9	1	9
	↵↘ Left-Through		0			0	
	→ Through	2873	2	963	2825	2	1008
	↘ Through-Right		1			1	
	↘ Right	17	0	17	198	0	198
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	116	0	116	139	0	139
	↵↘ Left-Through		0			0	
	→ Through	2	0	138	3	0	163
	↘ Through-Right		0			0	
	↘ Right	20	0	0	21	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	21	0	21	18	0	18
	↵↘ Left-Through		0			0	
	→ Through	38	0	85	10	0	45
	↘ Through-Right		0			0	
	↘ Right	26	0	0	17	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 1012			<i>North-South:</i> 1113
				<i>East-West:</i> 201			<i>East-West:</i> 184
				<b>SUM:</b> 1213			<b>SUM:</b> 1297
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.809			0.865
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.709</b>			<b>0.765</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** US-101 NB Off-ramp  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1132	2	566	2351	2	1176
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	898	2	449	361	2	181
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</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>WESTBOUND</b>	Left	361	1	197	85	1	84
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	32	0	197	83	0	84
	Left-Through-Right		0			0	
	Left-Right		1			1	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 566 <i>East-West:</i> 197 <i>SUM:</i> 763			<i>North-South:</i> 1176 <i>East-West:</i> 84 <i>SUM:</i> 1260
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.509			0.840
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.409</b>			<b>0.740</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	33	1	33	21	1	21
	↷ Left-Through		0			0	
	→ Through	95	1	95	201	1	201
	↷ Through-Right		0			0	
	↘ Right	1006	2	0	524	2	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	1	0	0	0	0	0
	↷ Left-Through		0			0	
	→ Through	75	0	115	85	0	131
	↷ Through-Right		1			1	
	↘ Right	40	0	0	46	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	9	1	9	88	1	88
	↷ Left-Through		0			0	
	→ Through	251	2	126	180	2	90
	↷ Through-Right		0			0	
	↘ Right	68	1	52	110	1	100
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	1408	2	774	1106	2	608
	↷ Left-Through		0			0	
	→ Through	113	1	113	135	1	135
	↷ Through-Right		0			0	
	↘ Right	44	1	44	56	1	56
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 148			<i>North-South:</i> 201
				<i>East-West:</i> 900			<i>East-West:</i> 708
				<b>SUM:</b> 1048			<b>SUM:</b> 909
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.735			0.638
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.635</b>			<b>0.538</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Outpost Dr      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	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	123	0	123	68	0	68
	↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	↘ Right	325	0	448	71	0	139
	↷ Left-Through-Right		0			0	
	↶ Left-Right		1			1	
<b>EASTBOUND</b>	↶ Left	47	0	47	70	0	70
	↷ Left-Through		1			1	
	→ Through	1272	1	777	1257	1	839
	↷ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	0	0	0	0	0	0
	↷ Left-Through		0			0	
	→ Through	1230	1	637	1107	1	592
	↷ Through-Right		1			1	
	↘ Right	44	0	44	77	0	77
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 448 <i>East-West:</i> 777 <i>SUM:</i> 1225			<i>North-South:</i> 139 <i>East-West:</i> 839 <i>SUM:</i> 978
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.817			0.652
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.717</b>			<b>0.552</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Orange Dr      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	20	0	20	59	0	59
	Left-Through		0			0	
	Through	2	0	99	11	0	308
	Through-Right		0			0	
	Right	77	0	0	238	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	4	0	4	2	0	2
	Left-Through		0			0	
	Through	1	0	6	3	0	13
	Through-Right		0			0	
	Right	1	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	2	0	2	0	0	0
	Left-Through		1			1	
	Through	1294	0	663	911	0	468
	Through-Right		1			1	
	Right	20	0	663	25	0	468
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	52	0	52	80	0	80
	Left-Through		1			1	
	Through	1405	0	862	1251	0	805
	Through-Right		1			1	
	Right	6	0	862	38	0	805
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 103 <i>East-West:</i> 864 <i>SUM:</i> 967			<i>North-South:</i> 310 <i>East-West:</i> 805 <i>SUM:</i> 1115
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.645			0.743
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.545</b>			<b>0.643</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Orchid Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	5	0	5	3	0	3
	↷ Left-Through		0			0	
	→ Through	4	0	33	11	0	44
	↷ Through-Right		0			0	
	↘ Right	24	0	0	30	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	14	0	14	20	0	20
	↷ Left-Through		0			0	
	→ Through	3	0	42	1	0	50
	↷ Through-Right		0			0	
	↘ Right	25	0	0	29	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	20	0	20	18	0	18
	↷ Left-Through		1			1	
	→ Through	1324	0	728	1076	0	601
	↷ Through-Right		1			1	
	↘ Right	12	0	728	18	0	601
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	9	0	9	15	0	15
	↷ Left-Through		1			1	
	→ Through	1495	0	776	1308	0	704
	↷ Through-Right		1			1	
	↘ Right	2	0	776	9	0	704
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 47 <i>East-West:</i> 796 <i>SUM:</i> 843			<i>North-South:</i> 64 <i>East-West:</i> 722 <i>SUM:</i> 786
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.562			0.524
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.462</b>			<b>0.424</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:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Franklin Ave (South)  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAAC-1 or ATSAAC+ATCS-2? Override Capacity				2 0 0 1 2 0			2 0 0 1 2 0
		<i>NB</i> -- 0	<i>SB</i> -- 0		<i>NB</i> -- 0	<i>SB</i> -- 0	
		<i>EB</i> -- 0	<i>WB</i> -- 1		<i>EB</i> -- 0	<i>WB</i> -- 1	
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	1815	2	611	2054	2	692
	Through-Right		1			1	
	Right	19	0	19	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2145	3	715	1943	3	648
	Through-Right		0			0	
	Right	1567	1	1257	1132	1	836
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	1238	1	621	1177	1	593
	Left-Through		1			1	
	Through	3	0	621	9	0	593
	Through-Right		0			0	
	Right	45	1	45	95	1	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	12	1	12	59	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 1257 <i>East-West:</i> 633 <i>SUM:</i> 1890			<i>North-South:</i> 836 <i>East-West:</i> 652 <i>SUM:</i> 1488
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.260			0.992
<b>V/C LESS ATSAAC/ATCS ADJUSTMENT:</b>				<b>1.160</b>			<b>0.892</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Franklin Ave (North)  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 3	SB -- 0	0	NB -- 3	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
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	0	0	0	0	0	0
	↷ Left-Through		0			0	
	→ Through	3055	3	1018	2710	3	903
	↘ Through-Right		0			0	
	↘ Right	144	1	0	271	1	0
	↘↶ Left-Through-Right		0			0	
	↘↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	105	1	105	199	1	199
	↷ Left-Through		0			0	
	→ Through	2717	3	906	2698	3	899
	↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↶ Left-Through-Right		0			0	
	↘↶ Left-Right		0			0	
<b>EASTBOUND</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>WESTBOUND</b>	↶ Left	923	2	508	540	2	297
	↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘ Through-Right		0			0	
	↘ Right	175	1	70	643	1	444
	↘↶ Left-Through-Right		0			0	
	↘↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 1123			<i>North-South:</i> 1102
				<i>East-West:</i> 508			<i>East-West:</i> 444
				<b>SUM:</b> 1631			<b>SUM:</b> 1546
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.145			1.085
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.045</b>			<b>0.985</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



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

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Whitley Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	9	0	9	68	0	68
	↵↘ Left-Through		0			0	
	→ Through	11	0	63	27	0	172
	↘ Through-Right		0			0	
	↘ Right	43	0	0	77	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	35	0	35	30	0	30
	↵↘ Left-Through		0			0	
	→ Through	16	0	80	15	0	69
	↘ Through-Right		0			0	
	↘ Right	29	0	0	24	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	16	0	16	12	0	12
	↵↘ Left-Through		0			0	
	→ Through	351	0	367	432	0	461
	↘ Through-Right		0			0	
	↘ Right	0	0	0	17	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	50	0	50	47	0	47
	↵↘ Left-Through		0			0	
	→ Through	1013	0	1075	888	0	963
	↘ Through-Right		0			0	
	↘ Right	12	0	0	28	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 98			<i>North-South:</i> 202
				<i>East-West:</i> 1091			<i>East-West:</i> 975
				<i>SUM:</i> 1189			<i>SUM:</i> 1177
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.793			0.785
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.693</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 #:**  
**15**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	42	0	42	88	0	88
	↵↘ Left-Through		0			0	
	→ Through	12	0	165	32	0	321
	→↘ Through-Right		0			0	
	↘ Right	111	0	0	201	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	31	0	31	46	0	46
	↵↘ Left-Through		0			0	
	→ Through	323	0	629	225	0	469
	→↘ Through-Right		0			0	
	↘ Right	275	0	0	198	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	6	0	6	12	0	12
	↵↘ Left-Through		0			0	
	→ Through	382	0	415	553	0	600
	→↘ Through-Right		0			0	
	↘ Right	27	0	0	35	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	172	1	172	47	1	47
	↵↘ Left-Through		0			0	
	→ Through	805	0	842	610	0	646
	→↘ Through-Right		1			1	
	↘ Right	37	0	0	36	0	0
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 671			<i>North-South:</i> 557
				<i>East-West:</i> 848			<i>East-West:</i> 658
				<b>SUM:</b> 1519			<b>SUM:</b> 1215
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.013			0.810
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.913</b>			<b>0.710</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



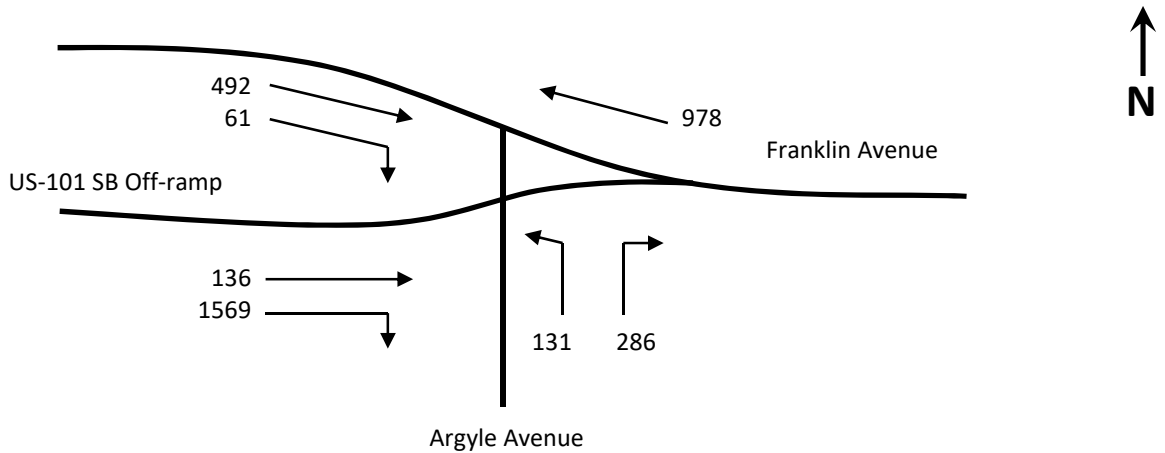
**I/S #:**  
**16**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	37	1	37	48	1	48
	↶↷ Left-Through		0			0	
	↷ Through	869	2	435	1719	2	860
	↷↶ Through-Right		0			0	
	↷ Right	88	1	0	149	1	106
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	101	1	101	75	1	75
	↷↷ Left-Through		0			0	
	↷ Through	1533	2	767	795	2	398
	↷↶ Through-Right		0			0	
	↷ Right	109	1	38	51	1	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	142	1	142	188	1	188
	↶↷ Left-Through		0			0	
	↶ Through	347	0	388	530	1	298
	↶↶ Through-Right		1			1	
	↶ Right	41	0	0	66	0	66
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	210	1	210	86	1	86
	↷↶ Left-Through		0			0	
	↷ Through	827	1	827	543	1	543
	↷↷ Through-Right		0			0	
	↷ Right	169	1	119	529	1	492
	↷↶ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 804			<i>North-South:</i> 935
				<i>East-West:</i> 969			<i>East-West:</i> 731
				<i>SUM:</i> 1773			<i>SUM:</i> 1666
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.182			1.111
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.082</b>			<b>1.011</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>

## Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Refined Modified 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

Westbound Through:  $\frac{978}{2} = 489$  or

Eastbound Through (Franklin):  $\frac{492}{2} = 246$  or

Eastbound Through (US-101): 136

Critical Volume #1 (CV1): **489**

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

Northbound Left + Right:  $\frac{131 + 286}{2} = \frac{417}{2} = 209$  or

Northbound Right: 286 or

Eastbound Right (Franklin): 61

Critical Volume #2 (CV2): **209**

Critical Volume: 489 + 209 = **698**

Intersection V/C:  $\frac{698}{1500} = \mathbf{0.465}$

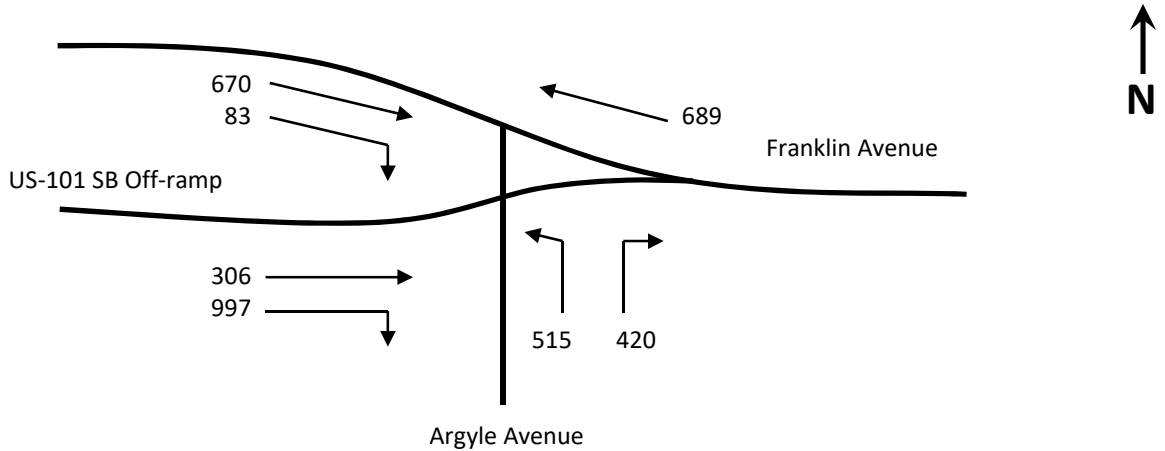
ATSAC/ATCS Credit: 0.10

**Final intersection V/C: 0.365**

**Intersection LOS: A**

## Intersection 17 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

### Future with Refined Modified 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

$$\text{Westbound Through:} \quad \frac{689}{2} = 345 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{670}{2} = 335 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 306$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{345}$$

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

$$\text{Northbound Left + Right:} \quad \frac{515 + 420}{2} = \frac{935}{2} = 468 \quad \text{or}$$

$$\text{Northbound Right:} \quad 420 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 83$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{468}$$

$$\text{Critical Volume:} \quad 345 + 468 = \mathbf{813}$$

$$\text{Intersection V/C:} \quad \frac{813}{1500} = \mathbf{0.542}$$

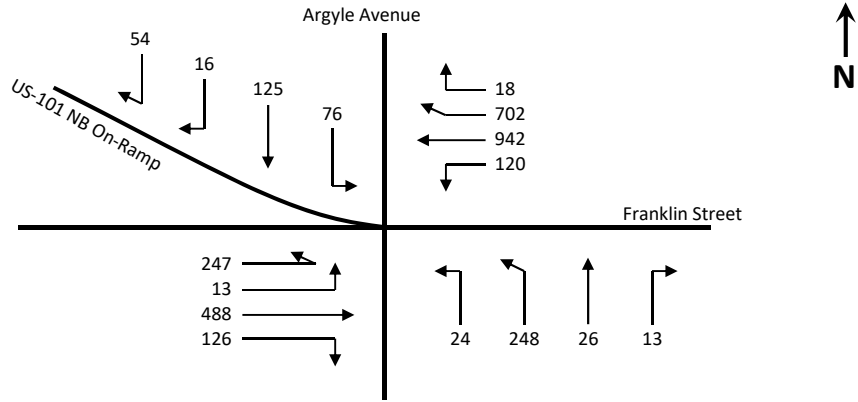
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.442}$$

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

**Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Refined Modified 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:  
 $247 + 13 = 260$  and

Westbound Throughs + Rights:  

$$\frac{942 + 702 + 18}{2} = \frac{1662}{2} = 831$$
 or

Westbound Rights:  $702 + 18 = 720$  or

Westbound Lefts: 120 and

Eastbound Throughs:  $\frac{488}{2} = 244$  or

Eastbound Rights: 126

Critical Volume #1 (CV1): **1091**

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

Northbound Lefts + Throughs:  

$$\frac{24 + 248 + 26}{2} = \frac{298}{2} = 149$$
 or

Northbound Rights:  $13 - 0.5 \cdot \text{WBL} = 0$

Critical Volume #2 (CV2): **149**

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

Southbound Lefts: 76 or

Southbound Throughs + Rights:  

$$\frac{125 + 16 + 54}{2} = \frac{195}{2} = 98$$
 or

Southbound Rights:  $16 + 54 = 70$

Critical Volume #3 (CV3): **98**

Critical Volume:  $1091 + 149 + 98 = 1338$

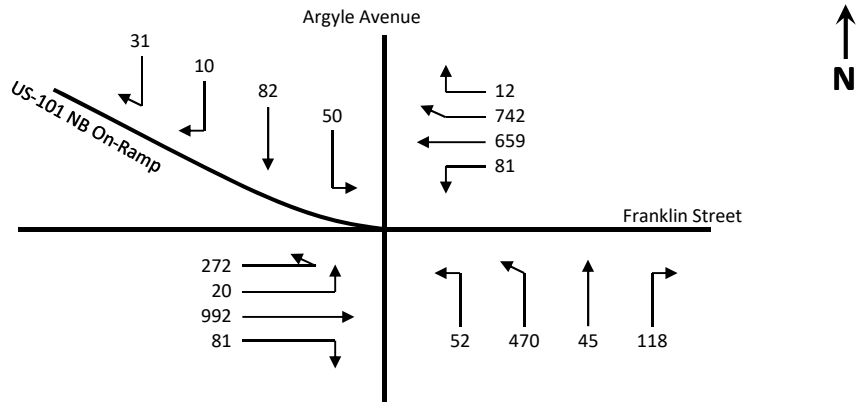
Intersection V/C:  $\frac{1338}{1375} = 0.973$

ATSAC/ATCS Credit: 0.10



**Intersection 18 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street**

**Future with Refined Modified 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:  
 $272 + 20 = 292$  and

Westbound Throughs + Rights:  

$$\frac{659 + 742 + 12}{2} = \frac{1413}{2} = 707$$
 or

Westbound Rights:  $742 + 12 = 754$  or

Westbound Lefts: 81 and

Eastbound Throughs:  $\frac{992}{2} = 496$  or

Eastbound Rights: 81  
**Critical Volume #1 (CV1): 1046**

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

Northbound Lefts + Throughs:  

$$\frac{52 + 470 + 45}{2} = \frac{567}{2} = 284$$
 or

Northbound Rights:  $118 - 0.5 \cdot \text{WBL} = 77$

**Critical Volume #2 (CV2): 284**

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

Southbound Lefts: 50 or

Southbound Throughs + Rights:  

$$\frac{82 + 10 + 31}{2} = \frac{123}{2} = 62$$
 or

Southbound Rights:  $10 + 31 = 41$

**Critical Volume #3 (CV3): 62**

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Critical Volume:  $1046 + 284 + 62 = 1392$

Intersection V/C:  $\frac{1392}{1375} = 1.012$

ATSAC/ATCS Credit: 0.10



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**19**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		AM PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
ATSAC-1 or ATSAC+ATCS-2?					2		
Override Capacity					0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	304	1	186	477	1	314
	↷ Left-Through		1			1	
	→ Through	68	0	186	151	0	314
	↷ Through-Right		0			0	
	↷ Right	300	1	194	496	1	434
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>SOUTHBOUND</b>	↶ Left	19	0	19	21	0	21
	↷ Left-Through		0			0	
	→ Through	160	0	233	102	0	138
	↷ 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	527	1	295	1017	1	535
	↷ Through-Right		1			1	
	↷ Right	62	0	62	53	0	53
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>WESTBOUND</b>	↶ Left	212	1	212	125	1	125
	↷ Left-Through		0			0	
	→ Through	1323	1	664	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> 427			<i>North-South:</i> 572		
		<i>East-West:</i> 674			<i>East-West:</i> 660		
		<i>SUM:</i> 1101			<i>SUM:</i> 1232		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.773			0.865		
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		<b>0.673</b>			<b>0.765</b>		
<b>LEVEL OF SERVICE (LOS):</b>		<b>B</b>			<b>C</b>		



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**20**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Beachwood Dr      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	24	0	24
	↶↷ Left-Through		0			0	
	→ Through	48	0	93	51	0	102
	↷ Through-Right		0			0	
	↷ Right	34	0	0	27	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	184	0	184	225	0	225
	↷↶ Left-Through		1			1	
	→ Through	0	0	184	1	0	226
	↷ Through-Right		0			0	
	↷ Right	178	1	78	208	1	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	100	1	100	209	1	209
	↶↷ Left-Through		0			0	
	→ Through	763	1	385	1229	1	617
	↷ 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	1372	1	746	972	1	577
	↷ Through-Right		1			1	
	↷ Right	120	0	120	181	0	181
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 277			<i>North-South:</i> 327
				<i>East-West:</i> 846			<i>East-West:</i> 786
				<b>SUM:</b> 1123			<b>SUM:</b> 1113
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.788			0.781
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.688</b>			<b>0.681</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**21**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Bronson Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	35	0	35	48	0	48
	↶↷ Left-Through		0			0	
	↷ Through	121	0	260	166	0	458
	↷↶ 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	183	0	369	137	0	339
	↷↶ 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	129	1	129
	↶↷ Left-Through		0			0	
	↶ Through	743	1	425	1208	1	635
	↶↶ Through-Right		1			1	
	↶ Right	106	0	106	62	0	62
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	195	1	195	125	1	125
	↷↶ Left-Through		0			0	
	↷ Through	1222	1	639	971	1	511
	↷↶ 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> 404			<i>North-South:</i> 558
				<i>East-West:</i> 727			<i>East-West:</i> 760
				<i>SUM:</i> 1131			<i>SUM:</i> 1318
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.754			0.879
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.654</b>			<b>0.779</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**22**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilton Pl      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	68	0	68	98	0	98
	↵↘ Left-Through		0			0	
	→ Through	6	0	146	12	0	209
	→↘ Through-Right		0			0	
	↘ Right	72	0	0	99	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	42	0	42	34	0	34
	↵↘ Left-Through		0			0	
	→ Through	12	0	62	17	0	53
	→↘ Through-Right		0			0	
	↘ Right	8	0	0	2	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	8	1	8	5	1	5
	↵↘ Left-Through		0			0	
	→ Through	995	1	528	1601	1	833
	→↘ Through-Right		1			1	
	↘ Right	60	0	60	65	0	65
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	178	1	178	131	1	131
	↵↘ Left-Through		0			0	
	→ Through	1645	1	827	1212	1	609
	→↘ Through-Right		1			1	
	↘ Right	8	0	8	6	0	6
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 188 <i>East-West:</i> 835 <i>SUM:</i> 1023			<i>North-South:</i> 243 <i>East-West:</i> 964 <i>SUM:</i> 1207
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.682			0.805
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.582</b>			<b>0.705</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**23**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Western Ave      **East-West Street:** Franklin Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		<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	95	1	95	164	1	164
	↷ Left-Through		0			0	
	→ Through	410	1	239	819	1	477
	↷ Through-Right		1			1	
	↘ Right	68	0	68	134	0	134
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	15	1	15	48	1	48
	↷ Left-Through		0			0	
	→ Through	1101	2	551	833	2	417
	↷ Through-Right		0			0	
	↘ Right	956	1	602	616	1	183
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	354	1	354	433	1	433
	↷ Left-Through		0			0	
	→ Through	662	1	389	1150	1	647
	↷ Through-Right		1			1	
	↘ Right	116	0	116	144	0	144
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	107	1	107	86	1	86
	↷ Left-Through		0			0	
	→ Through	802	1	409	564	1	291
	↷ Through-Right		1			1	
	↘ Right	15	0	15	18	0	18
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 697 <i>East-West:</i> 763 <i>SUM:</i> 1460			<i>North-South:</i> 581 <i>East-West:</i> 733 <i>SUM:</i> 1314
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.025			0.922
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.925</b>			<b>0.822</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**24**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Johnny Grant Wy / Yucca St  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	71	1	71	85	1	85
	↵↘ Left-Through		0			0	
	→ Through	1753	2	595	1867	2	634
	→↘ Through-Right		1			1	
	↘ Right	31	0	31	36	0	36
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	21	1	21	34	1	34
	↵↘ Left-Through		0			0	
	→ Through	2074	3	691	1888	3	629
	→↘ Through-Right		0			0	
	↘ Right	224	1	208	128	1	56
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	29	1	16	139	1	72
	↵↘ Left-Through		1			1	
	→ Through	2	0	16	5	0	72
	→↘ Through-Right		0			0	
	↘ Right	53	1	18	108	1	66
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↘ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↘ Through-Right		0			0	
	↘ Right	51	1	41	78	1	61
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 762 <i>East-West:</i> 57 <i>SUM:</i> 819			<i>North-South:</i> 714 <i>East-West:</i> 133 <i>SUM:</i> 847
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.575			0.594
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.475</b>			<b>0.494</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**25**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Yucca St  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	10	1	10	38	1	38
	↷ Left-Through		0			0	
	→ Through	852	1	447	1427	1	743
	↷ Through-Right		1			1	
	↘ Right	42	0	42	58	0	58
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	66	1	66	64	1	64
	↷ Left-Through		0			0	
	→ Through	1664	2	832	826	2	413
	↷ Through-Right		0			0	
	↘ Right	34	1	34	33	1	33
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	58	0	58	145	0	145
	↷ Left-Through		0			0	
	→ Through	33	0	105	62	0	226
	↷ Through-Right		0			0	
	↘ Right	14	0	0	19	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	98	1	98	46	1	46
	↷ Left-Through		0			0	
	→ Through	66	1	66	82	1	82
	↷ Through-Right		0			0	
	↘ Right	95	1	62	295	1	263
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 842			<i>North-South:</i> 807
				<i>East-West:</i> 203			<i>East-West:</i> 408
				<b>SUM:</b> 1045			<b>SUM:</b> 1215
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.697			0.810
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.597</b>			<b>0.710</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**26**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Ivar Ave      **East-West Street:** Yucca St  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	30	0	30	145	0	145
	↶↷ Left-Through		0			0	
	→ Through	3	0	78	15	0	276
	↷ Through-Right		0			0	
	↷ Right	45	0	0	116	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	2	0	2	1	0	1
	↷↶ Left-Through		0			0	
	→ Through	11	0	22	1	0	5
	↷ Through-Right		0			0	
	↷ Right	9	0	0	3	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	9	1	9	11	1	11
	↶↷ Left-Through		0			0	
	→ Through	97	1	97	177	1	177
	↷ Through-Right		0			0	
	↷ Right	50	1	50	38	1	38
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	347	1	347	45	1	45
	↶↷ Left-Through		0			0	
	→ Through	211	1	211	337	1	337
	↷ Through-Right		0			0	
	↷ Right	11	1	11	17	1	17
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 80			<i>North-South:</i> 277
				<i>East-West:</i> 444			<i>East-West:</i> 348
				<b>SUM:</b> 524			<b>SUM:</b> 625
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.349			0.417
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.249</b>			<b>0.317</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**27**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Yucca St  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	89	1	89	254	1	254
	↶↷ Left-Through		0			0	
	↷ Through	424	1	303	874	1	576
	↷↶ Through-Right		1			1	
	↷ Right	182	0	182	277	0	277
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	105	1	105	41	1	41
	↷↷ Left-Through		0			0	
	↷ Through	1150	1	753	1017	1	531
	↷↶ 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	70	1	70	155	1	155
	↶↶ Through-Right		0			0	
	↶ Right	64	1	20	86	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	92	1	52
	↷↷ Through-Right		1			1	
	↷ Right	8	0	8	12	0	12
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 842			<i>North-South:</i> 785
				<i>East-West:</i> 188			<i>East-West:</i> 266
				<b>SUM:</b> 1030			<b>SUM:</b> 1051
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.687			0.701
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.587</b>			<b>0.601</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**28**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Argyle Ave      **East-West Street:** Yucca St  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	22	0	22	43	0	43
	↷ Left-Through		1			1	
	→ Through	176	0	104	493	0	283
	↷ Through-Right		1			1	
	↘ Right	9	0	104	29	0	283
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	3	0	3	10	0	10
	↷ Left-Through		1			1	
	→ Through	194	0	99	97	0	59
	↷ Through-Right		1			1	
	↘ Right	3	1	0	4	1	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	172	1	172	295	1	295
	↷ Left-Through		0			0	
	→ Through	30	1	30	98	1	98
	↷ Through-Right		0			0	
	↘ Right	133	1	133	82	1	82
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	49	1	49	13	1	13
	↷ Left-Through		0			0	
	→ Through	176	0	235	105	0	195
	↷ Through-Right		1			1	
	↘ Right	59	0	0	90	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 121			<i>North-South:</i> 293
				<i>East-West:</i> 407			<i>East-West:</i> 490
				<b>SUM:</b> 528			<b>SUM:</b> 783
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.352			0.522
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.252</b>			<b>0.422</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**29**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Carlos Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	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	34	1	34	20	1	20
	↶↷ Left-Through		0			0	
	→ Through	373	1	196	841	1	429
	↷ Through-Right		1			1	
	↷ Right	18	0	18	16	0	16
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	14	0	14	17	0	17
	↷↶ Left-Through		1			1	
	→ Through	935	0	506	619	0	356
	↷ Through-Right		1			1	
	↷ Right	49	0	506	25	0	356
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	18	0	18	13	0	13
	↶↷ Left-Through		0			0	
	→ Through	6	0	63	0	0	45
	↷ Through-Right		0			0	
	↷ Right	39	0	0	32	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	34	0	34	13	0	13
	↶↷ Left-Through		0			0	
	→ Through	4	0	71	2	0	75
	↷ Through-Right		0			0	
	↷ Right	33	0	0	60	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 540 <i>East-West:</i> 134 <i>SUM:</i> 674			<i>North-South:</i> 446 <i>East-West:</i> 120 <i>SUM:</i> 566
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.473			0.397
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.373</b>			<b>0.297</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**30**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Laurel Canyon Blvd      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 2	WB -- 3	3	EB -- 2	WB -- 3	3
Override Capacity				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	697	1	429	1128	1	661
	↵↔ Through-Right		1			1	
	↵ Right	161	0	161	193	0	193
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	483	1	483	482	1	482
	↵↔ Left-Through		0			0	
	→ Through	1509	1	776	1102	1	564
	↵↔ Through-Right		1			1	
	↵ Right	42	0	42	25	0	25
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	9	0	9	54	0	54
	↵↔ Left-Through		0			0	
	→ Through	26	0	36	58	0	116
	↵↔ Through-Right		0			0	
	↵ Right	1	0	0	4	0	0
	↵↔ Left-Through-Right		1			1	
	↵↔ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↔ Through-Right		0			0	
	↵ Right	514	2	0	559	2	0
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 912			<i>North-South:</i> 1143
				<i>East-West:</i> 36			<i>East-West:</i> 116
				<b>SUM:</b> 948			<b>SUM:</b> 1259
VOLUME/CAPACITY (V/C) RATIO:				0.665			0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.565</b>			<b>0.784</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**31**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Fairfax Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	196	1	196	395	1	395
	↷ Left-Through		0			0	
	→ Through	24	1	24	39	1	39
	↷ Through-Right		0			0	
	↷ Right	535	1	0	824	1	223
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	10	0	10	3	0	3
	↷ Left-Through		0			0	
	→ Through	34	0	49	23	0	28
	↷ Through-Right		0			0	
	↷ Right	5	0	0	2	0	0
	↷ Left-Through-Right		1			1	
	↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	2	1	2	11	1	11
	↷ Left-Through		0			0	
	→ Through	440	1	440	672	1	439
	↷ Through-Right		1			1	
	↷ Right	663	0	565	206	0	206
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	834	1	834	601	1	601
	↷ Left-Through		0			0	
	→ Through	747	1	378	524	1	266
	↷ Through-Right		1			1	
	↷ Right	8	0	8	8	0	8
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 245 <i>East-West:</i> 1399 <i>SUM:</i> 1644			<i>North-South:</i> 423 <i>East-West:</i> 1040 <i>SUM:</i> 1463
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.154			1.027
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.054</b>			<b>0.927</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**32**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Nichols Canyon Rd / G East-West Street: Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016 **Analyst:** GTC **Date:**

		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	6	0	6	21	0	21
	↷ Left-Through		0			0	
	→ Through	15	0	46	178	0	255
	↷ Through-Right		0			0	
	↘ Right	25	0	0	56	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	87	0	87	46	0	46
	↷ Left-Through		0			0	
	→ Through	181	0	526	35	0	134
	↷ Through-Right		0			0	
	↘ Right	258	0	0	53	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	41	1	41	167	1	167
	↷ Left-Through		0			0	
	→ Through	1000	1	506	1367	1	691
	↷ Through-Right		1			1	
	↘ Right	11	0	11	15	0	15
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	34	1	34	23	1	23
	↷ Left-Through		0			0	
	→ Through	1394	1	721	1103	1	579
	↷ Through-Right		1			1	
	↘ Right	47	0	47	55	0	55
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 532			<i>North-South:</i> 301
				<i>East-West:</i> 762			<i>East-West:</i> 746
				<b>SUM:</b> 1294			<b>SUM:</b> 1047
VOLUME/CAPACITY (V/C) RATIO:				0.863			0.698
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.763</b>			<b>0.598</b>
LEVEL OF SERVICE (LOS):				<b>C</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**33**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gardner St      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	50	0	50
	↷ Left-Through		0			0	
	→ Through	41	0	132	92	0	207
	↷ Through-Right		0			0	
	↘ Right	59	0	0	65	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	8	0	8	5	0	5
	↷ Left-Through		0			0	
	→ Through	38	0	91	25	0	61
	↷ Through-Right		0			0	
	↘ Right	45	0	0	31	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	15	1	15	57	1	57
	↷ Left-Through		0			0	
	→ Through	1009	1	530	1424	1	721
	↷ Through-Right		1			1	
	↘ Right	51	0	51	18	0	18
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	90	1	90	62	1	62
	↷ Left-Through		0			0	
	→ Through	1660	1	833	1158	1	582
	↷ Through-Right		1			1	
	↘ Right	6	0	6	5	0	5
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 140			<i>North-South:</i> 212
				<i>East-West:</i> 848			<i>East-West:</i> 783
				<i>SUM:</i> 988			<i>SUM:</i> 995
VOLUME/CAPACITY (V/C) RATIO:				0.659			0.663
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.559			0.563
LEVEL OF SERVICE (LOS):				A			A





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**34**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Fuller Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	23	0	23	46	0	46
	↶↷ Left-Through		0			0	
	↷ Through	57	0	119	173	0	263
	↷↶ Through-Right		0			0	
	↷ Right	39	0	0	44	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	33	0	33	31	0	31
	↷↷ Left-Through		0			0	
	↷ Through	65	0	227	69	0	162
	↷↶ Through-Right		0			0	
	↷ Right	129	0	0	62	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	44	1	44	183	1	183
	↷↷ Left-Through		0			0	
	↷ Through	959	1	498	1250	1	643
	↷↶ Through-Right		1			1	
	↷ Right	36	0	36	35	0	35
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	27	1	27	36	1	36
	↷↷ Left-Through		0			0	
	↷ Through	1646	2	823	1154	2	577
	↷↶ Through-Right		0			0	
	↷ Right	45	1	45	41	1	41
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 250			<i>North-South:</i> 294
				<i>East-West:</i> 867			<i>East-West:</i> 760
				<i>SUM:</i> 1117			<i>SUM:</i> 1054
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.745			0.703
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.645</b>			<b>0.603</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**35**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	78	1	78	93	1	93
	Left-Through		0			0	
	Through	685	2	343	684	2	342
	Through-Right		0			0	
	Right	168	1	0	300	1	0
	Left-Through-Right		0			0	
<b>SOUTHBOUND</b>	Left	29	1	29	55	1	55
	Left-Through		0			0	
	Through	810	1	801	641	1	605
	Through-Right		1			1	
	Right	792	0	792	569	0	569
	Left-Through-Right		0			0	
<b>EASTBOUND</b>	Left	426	1	426	458	1	458
	Left-Through		0			0	
	Through	562	1	354	830	1	476
	Through-Right		1			1	
	Right	145	0	145	121	0	121
	Left-Through-Right		0			0	
<b>WESTBOUND</b>	Left	276	1	276	255	1	255
	Left-Through		0			0	
	Through	887	1	458	575	1	320
	Through-Right		1			1	
	Right	29	0	29	64	0	64
	Left-Through-Right		0			0	
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 879			<i>North-South:</i> 698		
		<i>East-West:</i> 884			<i>East-West:</i> 778		
		<i>SUM:</i> 1763			<i>SUM:</i> 1476		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		1.237			1.036		
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		<b>1.137</b>			<b>0.936</b>		
<b>LEVEL OF SERVICE (LOS):</b>		<b>F</b>			<b>E</b>		



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**36**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Orange Dr      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?				1			1
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
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	26	0	26	62	0	62
	↷ Left-Through		1			1	
	→ Through	25	0	51	40	0	102
	↷ Through-Right		0			0	
	↘ Right	79	1	45	104	1	69
	↷ Left-Through-Right		0			0	
↶ Left-Right		0			0		
<b>SOUTHBOUND</b>	↶ Left	13	0	13	44	0	44
	↷ Left-Through		1			1	
	→ Through	17	0	30	23	0	67
	↷ Through-Right		0			0	
	↘ Right	29	1	6	119	1	38
	↷ Left-Through-Right		0			0	
↶ Left-Right		0			0		
<b>EASTBOUND</b>	↶ Left	47	1	47	162	1	162
	↷ Left-Through		0			0	
	→ Through	770	1	406	937	1	509
	↷ Through-Right		1			1	
	↘ Right	41	0	41	81	0	81
	↷ Left-Through-Right		0			0	
↶ Left-Right		0			0		
<b>WESTBOUND</b>	↶ Left	69	1	69	70	1	70
	↷ Left-Through		0			0	
	→ Through	1150	1	596	741	1	410
	↷ Through-Right		1			1	
	↘ Right	42	0	42	79	0	79
	↷ Left-Through-Right		0			0	
↶ Left-Right		0			0		
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 81			<i>North-South:</i> 169
				<i>East-West:</i> 643			<i>East-West:</i> 579
				<i>SUM:</i> 724			<i>SUM:</i> 748
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.527			0.544
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.427</b>			<b>0.444</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**37**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 3	3	EB -- 3	WB -- 3	3
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	44	1	44	65	1	65
	↵↘ Left-Through		0			0	
	→ Through	1675	2	585	1700	2	591
	→↘ Through-Right		1			1	
	↘ Right	81	0	81	72	0	72
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	72	1	72	134	1	134
	↵↘ Left-Through		0			0	
	→ Through	1881	2	690	1730	2	629
	→↘ Through-Right		1			1	
	↘ Right	190	0	190	156	0	156
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	213	1	213	181	1	181
	↵↘ Left-Through		0			0	
	→ Through	566	2	283	721	2	361
	→↘ Through-Right		0			0	
	↘ Right	54	1	10	109	1	44
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	240	1	240	164	1	164
	↵↘ Left-Through		0			0	
	→ Through	1043	2	522	727	2	364
	→↘ Through-Right		0			0	
	↘ Right	55	1	0	120	1	0
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 734			<i>North-South:</i> 725
				<i>East-West:</i> 735			<i>East-West:</i> 545
				<b>SUM:</b> 1469			<b>SUM:</b> 1270
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.068			0.924
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.968</b>			<b>0.824</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**38**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Las Palmas Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	20	0	20	44	0	44
	↶↷ Left-Through		0			0	
	→ Through	86	0	185	378	0	520
	↷ Through-Right		0			0	
	↷ Right	79	0	0	98	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	39	0	39	58	0	58
	↷↶ Left-Through		0			0	
	→ Through	76	0	179	87	0	198
	↶ Through-Right		0			0	
	↶ Right	64	0	0	53	0	0
	↶↷ Left-Through-Right		1			1	
	↶↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	52	1	52	76	1	76
	↶↷ Left-Through		0			0	
	→ Through	642	1	332	883	1	463
	↷ Through-Right		1			1	
	↷ Right	22	0	22	42	0	42
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	250	1	250	119	1	119
	↷↶ Left-Through		0			0	
	→ Through	1216	1	628	892	1	475
	↶ Through-Right		1			1	
	↶ Right	39	0	39	58	0	58
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 224			<i>North-South:</i> 578
				<i>East-West:</i> 680			<i>East-West:</i> 582
				<i>SUM:</i> 904			<i>SUM:</i> 1160
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.603			0.773
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.503</b>			<b>0.673</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**39**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cherokee Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	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	23	0	23	28	0	28
	↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	→ Right	63	0	86	43	0	71
	↷ Left-Through-Right		0			0	
	↶ Left-Right		1			1	
<b>EASTBOUND</b>	↶ Left	13	1	13	107	1	107
	↷ Left-Through		0			0	
	→ Through	788	2	394	1116	2	558
	↷ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	0	0	0	0	0	0
	↷ Left-Through		0			0	
	→ Through	1535	1	783	982	1	548
	↷ Through-Right		1			1	
	→ Right	31	0	31	113	0	113
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 86			<i>North-South:</i> 71
				<i>East-West:</i> 796			<i>East-West:</i> 655
				<b>SUM:</b> 882			<b>SUM:</b> 726
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.588			0.484
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.488</b>			<b>0.384</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**40**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Whitley Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	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	31	0	31	15	0	15
	↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	↘ Right	94	0	125	61	0	76
	↷ Left-Through-Right		0			0	
	↶ Left-Right		1			1	
<b>EASTBOUND</b>	↶ Left	25	1	25	106	1	106
	↷ Left-Through		0			0	
	→ Through	755	2	378	1074	2	537
	↷ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	0	0	0	0	0	0
	↷ Left-Through		0			0	
	→ Through	1445	1	722	1030	1	559
	↷ Through-Right		1			1	
	↘ Right	-1	0	-1	87	0	87
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 125			<i>North-South:</i> 76
				<i>East-West:</i> 747			<i>East-West:</i> 665
				<i>SUM:</i> 872			<i>SUM:</i> 741
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.581			0.494
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.481</b>			<b>0.394</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**41**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	5	1	5	57	1	57
	↶↷ Left-Through		0			0	
	→ Through	125	0	159	386	0	504
	↷ Through-Right		1			1	
	↷ Right	34	0	0	118	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	20	0	20	22	0	22
	↷↶ Left-Through		0			0	
	→ Through	256	0	392	213	0	278
	↶ Through-Right		0			0	
	↶ Right	116	0	0	43	0	0
	↶↷ Left-Through-Right		1			1	
	↶↷ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	36	1	36	102	1	102
	↷↶ Left-Through		0			0	
	→ Through	704	1	372	965	1	506
	↶ Through-Right		1			1	
	↶ Right	39	0	39	47	0	47
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	146	1	146	64	1	64
	↷↶ Left-Through		0			0	
	→ Through	1379	1	697	982	1	515
	↶ Through-Right		1			1	
	↶ Right	15	0	15	48	0	48
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 397			<i>North-South:</i> 526
				<i>East-West:</i> 733			<i>East-West:</i> 617
				<i>SUM:</i> 1130			<i>SUM:</i> 1143
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.753			0.762
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.653</b>			<b>0.662</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>B</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**42**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	20	0	20	12	0	0
	↶↷ Left-Through		1			0	
	↷ Through	762	0	458	997	1	552
	↷↶ Through-Right		1			1	
	↷ Right	34	0	458	107	0	107
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	36	0	36	13	0	0
	↷↷ Left-Through		1			0	
	↷ Through	1380	0	937	964	1	538
	↷↶ Through-Right		1			1	
	↷ Right	350	0	937	111	0	111
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	45	1	45	72	1	72
	↶↷ Left-Through		0			0	
	↶ Through	700	1	371	1094	1	565
	↶↶ Through-Right		1			1	
	↶ Right	42	0	42	35	0	35
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	82	1	82	50	1	50
	↷↶ Left-Through		0			0	
	↷ Through	1131	2	566	1056	2	528
	↷↶ Through-Right		0			0	
	↷ Right	43	1	43	98	1	98
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 957			<i>North-South:</i> 552
				<i>East-West:</i> 611			<i>East-West:</i> 615
				<i>SUM:</i> 1568			<i>SUM:</i> 1167
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.045			0.778
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.945</b>			<b>0.678</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**43**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Ivar Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	9	0	9	31	0	31
	↷ Left-Through		0			0	
	→ Through	60	0	109	224	0	367
	↷ Through-Right		0			0	
	↘ Right	40	0	0	112	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	248	0	394	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	743	1	382	1106	1	568
	↷ Through-Right		1			1	
	↘ Right	21	0	21	29	0	29
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	81	1	81	54	1	54
	↷ Left-Through		0			0	
	→ Through	1231	1	638	1041	1	540
	↷ Through-Right		1			1	
	↘ Right	44	0	44	38	0	38
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 403 <i>East-West:</i> 657 <i>SUM:</i> 1060			<i>North-South:</i> 378 <i>East-West:</i> 622 <i>SUM:</i> 1000
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.707			0.667
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.607</b>			<b>0.567</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**44**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↵ Left	97	1	97	134	1	134
	↵↘ Left-Through		0			0	
	→ Through	641	2	321	1221	2	611
	→↘ Through-Right		0			0	
	↘ Right	188	1	133	238	1	193
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	64	1	64	108	1	108
	↵↘ Left-Through		0			0	
	→ Through	1135	1	624	945	1	518
	→↘ Through-Right		1			1	
	↘ Right	113	0	113	91	0	91
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	49	1	49	82	1	82
	↵↘ Left-Through		0			0	
	→ Through	662	2	331	1092	2	546
	→↘ Through-Right		0			0	
	↘ Right	17	1	0	19	1	0
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	110	1	110	91	1	91
	↵↘ Left-Through		0			0	
	→ Through	1171	1	605	970	1	547
	→↘ Through-Right		1			1	
	↘ Right	39	0	39	124	0	124
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 721			<i>North-South:</i> 719
				<i>East-West:</i> 654			<i>East-West:</i> 637
				<b>SUM:</b> 1375			<b>SUM:</b> 1356
VOLUME/CAPACITY (V/C) RATIO:				0.965			0.952
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.865</b>			<b>0.852</b>
LEVEL OF SERVICE (LOS):				<b>D</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**45**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Argyle Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	33	1	33	40	1	40
	↶↷ Left-Through		0			0	
	↷ Through	103	1	103	322	1	322
	↷↶ Through-Right		0			0	
	↷ Right	48	1	0	63	1	21
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	69	1	69	57	1	57
	↷↷ Left-Through		0			0	
	↷ Through	239	1	239	134	1	134
	↷↶ Through-Right		0			0	
	↷ Right	29	1	0	47	1	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	70	1	70	122	1	122
	↷↷ Left-Through		0			0	
	↷ Through	681	2	341	1256	2	628
	↷↶ Through-Right		0			0	
	↷ Right	132	1	116	178	1	158
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	204	1	204	85	1	85
	↷↷ Left-Through		0			0	
	↷ Through	1289	1	689	997	1	597
	↷↶ Through-Right		1			1	
	↷ Right	89	0	89	196	0	196
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 272			<i>North-South:</i> 379
				<i>East-West:</i> 759			<i>East-West:</i> 719
				<b>SUM:</b> 1031			<b>SUM:</b> 1098
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.687			0.732
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.587</b>			<b>0.632</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**46**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	57	1	57	83	1	83
	↶↷ Left-Through		0			0	
	↷ Through	340	1	224	676	1	421
	↷↶ Through-Right		1			1	
	↷ Right	107	0	107	165	0	165
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	64	1	64	50	1	50
	↷↷ Left-Through		0			0	
	↷ Through	498	1	498	440	1	440
	↷↶ Through-Right		0			0	
	↷ Right	416	1	394	156	1	109
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	45	1	45	95	1	95
	↷↷ Left-Through		0			0	
	↷ Through	715	1	377	1218	1	645
	↷↶ Through-Right		1			1	
	↷ Right	38	0	38	71	0	71
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	116	1	116	111	1	111
	↷↷ Left-Through		0			0	
	↷ Through	1393	1	710	1039	1	559
	↷↶ Through-Right		1			1	
	↷ Right	27	0	27	78	0	78
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 555			<i>North-South:</i> 523
				<i>East-West:</i> 755			<i>East-West:</i> 756
				<i>SUM:</i> 1310			<i>SUM:</i> 1279
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.873			0.853
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.773</b>			<b>0.753</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**47**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Bronson Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	48	1	48	103	1	103
	↷ Left-Through		0			0	
	→ Through	144	1	144	347	1	347
	↷ Through-Right		0			0	
	↘ Right	166	1	49	231	1	176
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	106	1	106	81	1	81
	↷ Left-Through		0			0	
	→ Through	334	0	433	204	0	290
	↷ Through-Right		1			1	
	↘ Right	99	0	0	86	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	26	1	26	80	1	80
	↷ Left-Through		0			0	
	→ Through	721	1	403	1324	1	694
	↷ Through-Right		1			1	
	↘ Right	85	0	85	64	0	64
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	235	1	235	110	1	110
	↷ Left-Through		0			0	
	→ Through	1325	1	684	891	1	475
	↷ Through-Right		1			1	
	↘ Right	42	0	42	59	0	59
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 481 <i>East-West:</i> 710 <i>SUM:</i> 1191			<i>North-South:</i> 428 <i>East-West:</i> 804 <i>SUM:</i> 1232
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.794			0.821
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.694</b>			<b>0.721</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



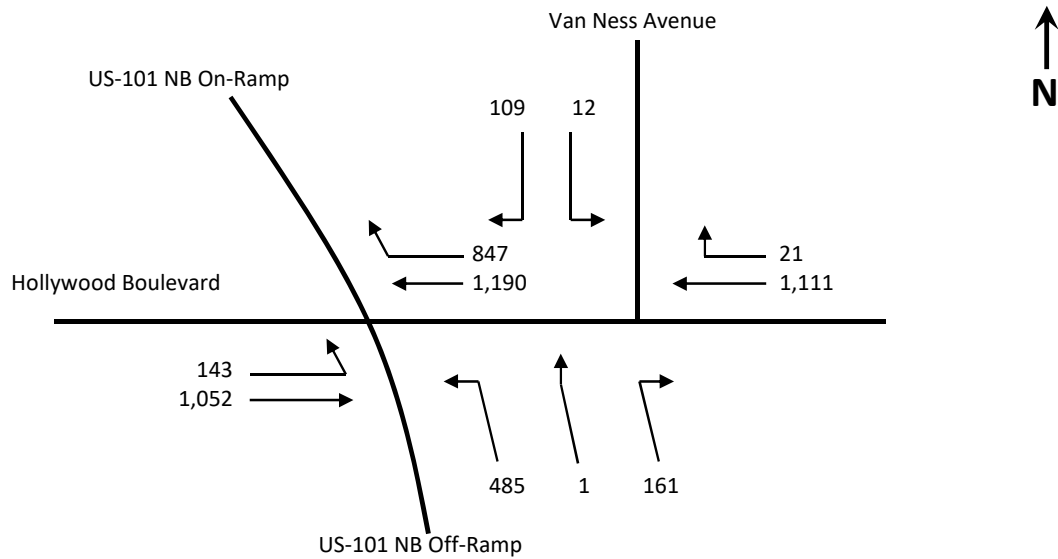
**I/S #:**  
**48**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** US-101 SB Ramps      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	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	550	1	404	580	1	362
	↷↷ Left-Through		0			0	
	↷ Through	4	0	404	14	0	362
	↷↶ Through-Right		0			0	
	↷ Right	253	0	0	129	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	626	2	313	1193	2	597
	↶↶ Through-Right		0			0	
	↶ Right	274	1	274	403	1	403
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	77	1	77	64	1	64
	↷↷ Left-Through		0			0	
	↷ Through	1577	2	789	1269	2	635
	↷↶ 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> 404			<i>North-South:</i> 362
				<i>East-West:</i> 789			<i>East-West:</i> 661
				<i>SUM:</i> 1193			<i>SUM:</i> 1023
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.837			0.718
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.737</b>			<b>0.618</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>B</b>

## Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Future with Refined Modified Project with Mitigation Conditions (Year 2022) - AM Peak Hour



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

Eastbound Lefts:	143					
			<u>and</u>			
Westbound Throughs:	$\frac{1,190}{2}$	=	595			<u>or</u>
Westbound Rights:	847					<u>or</u>
Eastbound Throughs:	$\frac{1,052}{2}$	=	526			
<b>Critical Volume #1 (CV1):</b>	<b>990</b>					

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

Northbound Lefts:	485	*	0.55	=	267	<u>or</u>
Northbound Throughs + Rights:	1	+	161	=	162	
<b>Critical Volume #2 (CV2):</b>	<b>267</b>					

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

Southbound Lefts:	12					<u>or</u>
Southbound Rights:	109					
<b>Critical Volume #3 (CV3):</b>	<b>109</b>					

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Critical Volume:      990    +    267    +    109    =    **1,366**

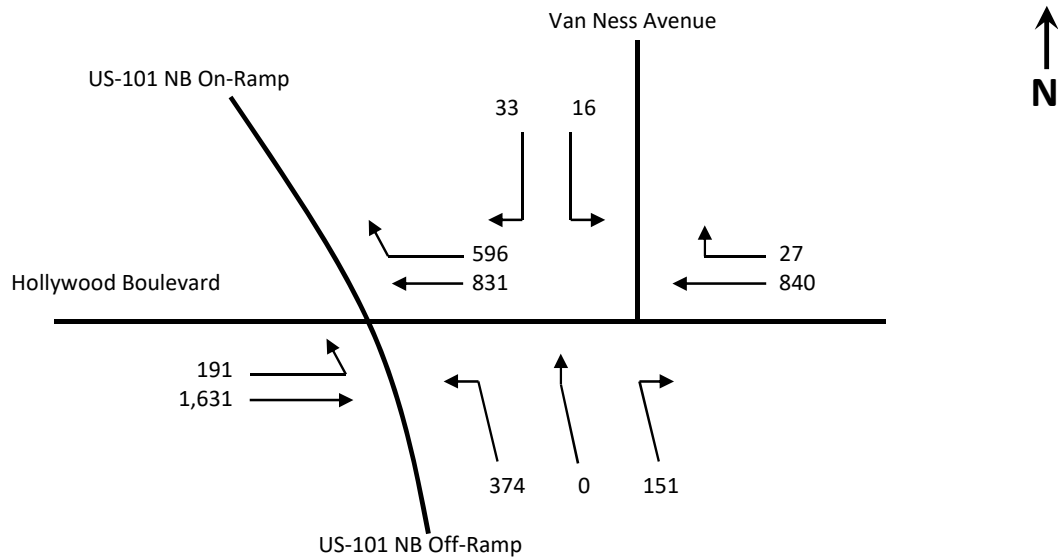
Intersection V/C:       $\frac{1,366}{1,425}$     =    **0.959**

ATSAC/ATCS Credit:      0.10



## Intersection 49 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

### Future with Refined Modified Project with Mitigation Conditions (Year 2022) - PM Peak Hour



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

Eastbound Lefts:	191		<u>and</u>	
Westbound Throughs:	$\frac{831}{2}$	=	416	<u>or</u>
Westbound Rights:	596			<u>or</u>
Eastbound Throughs:	$\frac{1,631}{2}$	=	816	
<b>Critical Volume #1 (CV1):</b>	<b>816</b>			

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

Northbound Lefts:	374	*	0.55	=	206	<u>or</u>
Northbound Throughs + Rights:	0	+	151	=	151	
<b>Critical Volume #2 (CV2):</b>	<b>206</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:	816	+	206	+	33	=	<b>1,055</b>
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Intersection V/C:	$\frac{1,055}{1,425}$	=	<b>0.74</b>
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ATSAC/ATCS Credit: 0.10



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**50**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilton Pl      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?				1			1
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
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	370	0	370	357	0	357
	↷ Left-Through		1			1	
	→ Through	65	0	435	186	0	543
	↷ Through-Right		0			0	
	↘ Right	49	1	7	167	1	139
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>SOUTHBOUND</b>	↶ Left	16	0	16	23	0	23
	↷ Left-Through		0			0	
	→ Through	199	0	265	162	0	218
	↷ Through-Right		0			0	
	↘ Right	50	0	0	33	0	0
	↷ Left-Through-Right		1			1	
↷ Left-Right		0			0		
<b>EASTBOUND</b>	↶ Left	32	1	32	45	1	45
	↷ Left-Through		0			0	
	→ Through	948	2	474	1311	2	656
	↷ Through-Right		0			0	
	↘ Right	169	1	0	187	1	9
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>WESTBOUND</b>	↶ Left	85	1	85	57	1	57
	↷ Left-Through		0			0	
	→ Through	1367	1	693	1144	1	588
	↷ Through-Right		1			1	
	↘ Right	18	0	18	32	0	32
	↷ Left-Through-Right		0			0	
↷ Left-Right		0			0		
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 700			<i>North-South:</i> 761
				<i>East-West:</i> 725			<i>East-West:</i> 713
				<b>SUM:</b> 1425			<b>SUM:</b> 1474
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.000			1.034
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.900</b>			<b>0.934</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**51**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Western Ave      **East-West Street:** Hollywood Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
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	144	1	144	131	1	131
	↶↷ Left-Through		0			0	
	→ Through	464	2	232	862	2	431
	↷ Through-Right		0			0	
	↷ Right	90	1	0	102	1	0
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>SOUTHBOUND</b>	↷ Left	65	1	65	113	1	113
	↷↶ Left-Through		0			0	
	→ Through	960	1	606	829	1	492
	↷ Through-Right		1			1	
	↷ Right	252	0	252	155	0	155
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>EASTBOUND</b>	↶ Left	129	1	129	233	1	233
	↶↷ Left-Through		0			0	
	→ Through	826	1	447	1126	1	613
	↷ Through-Right		1			1	
	↷ Right	67	0	67	99	0	99
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>WESTBOUND</b>	↷ Left	140	1	140	149	1	149
	↷↶ Left-Through		0			0	
	→ Through	965	2	483	905	2	453
	↷ Through-Right		0			0	
	↷ Right	29	1	0	78	1	0
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 750			<i>North-South:</i> 623
				<i>East-West:</i> 612			<i>East-West:</i> 762
				<b>SUM:</b> 1362			<b>SUM:</b> 1385
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.991			1.007
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.891</b>			<b>0.907</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**52**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Hawthorn Ave (North)  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	3	1	3	18	1	18
	↷ Left-Through		0			0	
	→ Through	929	1	516	1043	1	583
	↷ Through-Right		1			1	
	↘ Right	102	0	102	122	0	122
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	15	1	15	31	1	31
	↷ Left-Through		0			0	
	→ Through	1169	2	585	1011	2	506
	↷ Through-Right		0			0	
	↘ Right	2	1	2	16	1	16
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	17	0	17	0	0	0
	↷ Left-Through		1			1	
	→ Through	0	0	17	1	0	1
	↷ Through-Right		0			0	
	↘ Right	14	1	13	16	1	7
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	161	0	161	196	0	196
	↷ Left-Through		0			0	
	→ Through	1	0	216	0	0	243
	↷ Through-Right		0			0	
	↘ Right	54	0	0	47	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 588 <i>East-West:</i> 233 <i>SUM:</i> 821			<i>North-South:</i> 614 <i>East-West:</i> 243 <i>SUM:</i> 857
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.547			0.571
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.447</b>			<b>0.471</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**53**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Hawthorn Ave (South)  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	79	1	79	41	1	41
	↶↷ Left-Through		0			0	
	→ Through	930	2	465	1076	2	538
	↷ Through-Right		0			0	
	→ Right	0	0	0	0	0	0
	↷↶ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	0	0	0	0	0	0
	↷↶ Left-Through		0			0	
	→ Through	1220	1	671	1084	1	604
	↷ Through-Right		1			1	
	→ Right	122	0	122	124	0	124
	↷↶ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	110	0	110	123	0	123
	↶↷ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↷ Through-Right		0			0	
	→ Right	121	0	231	125	0	248
	↷↶ Left-Through-Right		0			0	
	↷ Left-Right		1			1	
<b>WESTBOUND</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>CRITICAL VOLUMES</b>				<i>North-South:</i> 750			<i>North-South:</i> 645
				<i>East-West:</i> 231			<i>East-West:</i> 248
				<b>SUM:</b> 981			<b>SUM:</b> 893
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.654			0.595
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.554</b>			<b>0.495</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**54**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Selma Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	0	1	0	0	1	0
	↷ Left-Through		0			0	
	→ Through	1691	2	609	1670	2	617
	↷ Through-Right		1			1	
	↷ Right	135	0	135	182	0	182
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	71	1	71	161	1	161
	↷ Left-Through		0			0	
	→ Through	2037	2	679	1835	2	612
	↷ Through-Right		1			1	
	↷ Right	0	0	0	0	0	0
	↷ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>EASTBOUND</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		1			1	
	↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	215	0	215	79	0	79
	↷ Left-Through		0			0	
	→ Through	0	0	325	0	0	194
	↷ Through-Right		0			0	
	↷ Right	110	0	0	115	0	0
	↷ Left-Through-Right		1			1	
	↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 680			<i>North-South:</i> 778
				<i>East-West:</i> 325			<i>East-West:</i> 194
				<b>SUM:</b> 1005			<b>SUM:</b> 972
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.670			0.648
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.570</b>			<b>0.548</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**55**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Selma Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	44	1	44	32	1	32
	↶↷ Left-Through		0			0	
	↷ Through	170	0	189	433	0	480
	↷↶ Through-Right		1			1	
	↷ Right	19	0	0	47	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	8	1	8	39	1	39
	↷↷ Left-Through		0			0	
	↷ Through	350	0	424	266	0	323
	↷↶ Through-Right		1			1	
	↷ Right	74	0	0	57	0	0
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	16	0	16	65	0	65
	↷↷ Left-Through		0			0	
	↷ Through	140	0	183	285	0	413
	↷↶ Through-Right		0			0	
	↷ Right	27	0	0	63	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	35	0	35	45	0	45
	↷↷ Left-Through		0			0	
	↷ Through	92	0	143	159	0	230
	↷↶ Through-Right		0			0	
	↷ Right	16	0	0	26	0	0
	↷↷ Left-Through-Right		1			1	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 468			<i>North-South:</i> 519
				<i>East-West:</i> 218			<i>East-West:</i> 458
				<i>SUM:</i> 686			<i>SUM:</i> 977
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.457			0.651
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.357</b>			<b>0.551</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**56**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Selma Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	0	0	0
	↷ Left-Through		1			0	
	→ Through	775	0	461	1248	1	650
	↷ Through-Right		1			1	
	↘ Right	32	0	461	51	0	51
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	26	0	26	0	0	0
	↷ Left-Through		1			0	
	→ Through	1292	0	749	787	1	454
	↷ Through-Right		1			1	
	↘ Right	102	0	749	120	0	120
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	54	0	54	128	0	128
	↷ Left-Through		0			0	
	→ Through	85	0	173	170	0	379
	↷ Through-Right		0			0	
	↘ Right	34	0	0	81	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	9	0	9	36	0	36
	↷ Left-Through		0			0	
	→ Through	46	0	66	102	0	185
	↷ Through-Right		0			0	
	↘ Right	11	0	0	47	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 768 <i>East-West:</i> 182 <i>SUM:</i> 950			<i>North-South:</i> 650 <i>East-West:</i> 415 <i>SUM:</i> 1065
VOLUME/CAPACITY (V/C) RATIO:				0.633			0.710
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.533</b>			<b>0.610</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>B</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**57**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Selma Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	62	1	62	73	1	73
	↵↘ Left-Through		0			0	
	→ Through	806	2	403	1318	2	659
	→↘ Through-Right		0			0	
	↘ Right	102	1	58	118	1	91
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	35	1	35	70	1	70
	↵↘ Left-Through		0			0	
	→ Through	1415	1	745	1054	1	576
	→↘ Through-Right		1			1	
	↘ Right	74	0	74	98	0	98
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	60	1	60	101	1	101
	↵↘ Left-Through		0			0	
	→ Through	78	0	170	228	0	334
	→↘ Through-Right		1			1	
	↘ Right	92	0	0	106	0	0
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	89	1	89	54	1	54
	↵↘ Left-Through		0			0	
	→ Through	116	0	268	128	0	201
	→↘ 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> 807			<i>North-South:</i> 729
				<i>East-West:</i> 328			<i>East-West:</i> 388
				<b>SUM:</b> 1135			<b>SUM:</b> 1117
VOLUME/CAPACITY (V/C) RATIO:				0.757			0.745
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.657</b>			<b>0.645</b>
LEVEL OF SERVICE (LOS):				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**58**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Crescent Heights Blvd    **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016    **Analyst:** GTC    **Date:**

		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 -- 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	46	1	46	111	1	111
	↶↷ Left-Through		0			0	
	↷ Through	633	2	317	863	2	432
	↷↶ Through-Right		0			0	
	↷ Right	138	1	35	335	1	237
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	47	1	47	104	1	104
	↷↷ Left-Through		0			0	
	↷ Through	1013	1	563	690	1	399
	↷↶ Through-Right		1			1	
	↷ Right	112	0	112	107	0	107
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	211	1	211	315	1	315
	↶↷ Left-Through		0			0	
	↶ Through	1123	3	374	1710	3	570
	↶↶ Through-Right		0			0	
	↶ Right	75	1	52	93	1	38
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	207	1	207	196	1	196
	↷↶ Left-Through		0			0	
	↷ Through	1395	2	478	1427	2	500
	↷↷ Through-Right		1			1	
	↷ Right	39	0	39	74	0	74
	↷↶ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 609			<i>North-South:</i> 536
				<i>East-West:</i> 689			<i>East-West:</i> 815
				<i>SUM:</i> 1298			<i>SUM:</i> 1351
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.944			0.983
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.844</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 #:**  
**59**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Fairfax Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
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	100	1	100	130	1	130
	↶↷ Left-Through		0			0	
	↷ Through	510	2	255	1006	2	503
	↷↶ Through-Right		0			0	
	↷ Right	195	1	0	219	1	0
	↷↶↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	68	1	68	78	1	78
	↷↶ Left-Through		0			0	
	↷ Through	833	2	417	648	2	324
	↷↶ Through-Right		0			0	
	↷ Right	293	1	222	148	1	10
	↷↶↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	143	1	143	276	1	276
	↶↷ Left-Through		0			0	
	↶ Through	1054	2	383	1631	2	572
	↶↷ Through-Right		1			1	
	↶ Right	96	0	96	85	0	85
	↶↷↶ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	288	1	288	219	1	219
	↷↶ Left-Through		0			0	
	↷ Through	1346	2	461	1357	2	477
	↷↶ Through-Right		1			1	
	↷ Right	36	0	36	73	0	73
	↷↶↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 517			<i>North-South:</i> 581
				<i>East-West:</i> 671			<i>East-West:</i> 791
				<b>SUM:</b> 1188			<b>SUM:</b> 1372
VOLUME/CAPACITY (V/C) RATIO:				0.864			0.998
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.764</b>			<b>0.898</b>
LEVEL OF SERVICE (LOS):				<b>C</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**60**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gardner St      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	30	0	30	63	0	63
	↵↘ Left-Through		0			0	
	→ Through	191	0	272	259	0	442
	→↘ Through-Right		0			0	
	↘ Right	51	0	0	120	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	31	0	31	41	0	41
	↵↘ Left-Through		0			0	
	→ Through	194	0	285	137	0	215
	→↘ Through-Right		0			0	
	↘ Right	60	0	0	37	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	63	1	63	71	1	71
	↵↘ Left-Through		0			0	
	→ Through	1363	2	474	1856	2	644
	→↘ Through-Right		1			1	
	↘ Right	58	0	58	75	0	75
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	71	1	71	57	1	57
	↵↘ Left-Through		0			0	
	→ Through	1626	2	558	1629	2	556
	→↘ Through-Right		1			1	
	↘ Right	49	0	49	40	0	40
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 315 <i>East-West:</i> 621 <i>SUM:</i> 936			<i>North-South:</i> 483 <i>East-West:</i> 701 <i>SUM:</i> 1184
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.624			0.789
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.524</b>			<b>0.689</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**61**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Poinsettia Pl (West)      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	55	0	55
	↶↷ Left-Through		0			0	
	→ Through	17	0	95	45	0	165
	↷ Through-Right		0			0	
	→ Right	46	0	0	65	0	0
	↷↶ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	14	0	14	18	0	18
	↷↶ Left-Through		0			0	
	→ Through	16	0	48	17	0	68
	↶ Through-Right		0			0	
	→ Right	18	0	0	33	0	0
	↶↷ Left-Through-Right		1			1	
	↶↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	12	1	12	16	1	16
	↶↷ Left-Through		0			0	
	→ Through	1417	2	478	1959	2	662
	↷ Through-Right		1			1	
	→ Right	16	0	16	26	0	26
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	28	1	28	40	1	40
	↷↶ Left-Through		0			0	
	→ Through	1701	2	581	1655	2	565
	↶ Through-Right		1			1	
	→ Right	42	0	42	40	0	40
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 109			<i>North-South:</i> 183
				<i>East-West:</i> 593			<i>East-West:</i> 702
				<i>SUM:</i> 702			<i>SUM:</i> 885
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.468			0.590
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.368</b>			<b>0.490</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**62**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Poinsettia Pl (East)      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	3	0	3	2	0	2
	↶↷ Left-Through		0			0	
	↷ Through	0	0	15	5	0	21
	↷↶ Through-Right		0			0	
	↷ Right	12	0	0	14	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	102	0	102	71	0	71
	↷↷ Left-Through		0			0	
	↷ Through	0	0	162	3	0	130
	↷↶ Through-Right		0			0	
	↷ Right	60	0	0	56	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	12	1	12	41	1	41
	↶↷ Left-Through		0			0	
	↶ Through	1465	2	488	2000	2	667
	↶↶ Through-Right		1			1	
	↶ Right	0	0	0	1	0	1
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	2	1	2	5	1	5
	↷↷ Left-Through		0			0	
	↷ Through	1706	2	583	1676	2	579
	↷↶ Through-Right		1			1	
	↷ Right	43	0	43	61	0	61
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 165			<i>North-South:</i> 132
				<i>East-West:</i> 595			<i>East-West:</i> 672
				<b>SUM:</b> 760			<b>SUM:</b> 804
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.507			0.536
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.407</b>			<b>0.436</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**63**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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>	↶ Left	139	1	139	241	1	241
	↶↷ Left-Through		0			0	
	→ Through	750	2	375	864	2	432
	↷ Through-Right		0			0	
	↷ Right	215	1	0	311	1	68
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>SOUTHBOUND</b>	↷ Left	89	1	89	157	1	157
	↷↶ Left-Through		0			0	
	→ Through	950	2	379	874	2	347
	↷ Through-Right		1			1	
	↷ Right	188	0	188	166	0	166
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>EASTBOUND</b>	↶ Left	199	1	199	223	1	223
	↶↷ Left-Through		0			0	
	→ Through	1208	2	447	1728	2	617
	↷ Through-Right		1			1	
	↷ Right	134	0	134	123	0	123
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>WESTBOUND</b>	↶ Left	273	1	273	243	1	243
	↶↷ Left-Through		0			0	
	→ Through	1470	2	503	1357	2	486
	↷ Through-Right		1			1	
	↷ Right	38	0	38	101	0	101
	↷↶ Left-Through-Right		0			0	
↷↶ Left-Right		0			0		
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 518			<i>North-South:</i> 589		
		<i>East-West:</i> 720			<i>East-West:</i> 860		
		<b>SUM:</b> 1238			<b>SUM:</b> 1449		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.900			1.054		
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		<b>0.800</b>			<b>0.954</b>		
<b>LEVEL OF SERVICE (LOS):</b>		<b>D</b>			<b>E</b>		



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**64**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Orange Dr      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	12	0	12	15	0	15
	↵↘ Left-Through		0			0	
	→ Through	70	0	122	138	0	234
	→↘ Through-Right		0			0	
	↘ Right	40	0	0	81	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	41	0	41	73	0	73
	↵↘ Left-Through		0			0	
	→ Through	56	0	162	67	0	209
	→↘ Through-Right		0			0	
	↘ Right	65	0	0	69	0	0
	↘↗ Left-Through-Right		1			1	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	18	1	18	89	1	89
	↵↘ Left-Through		0			0	
	→ Through	1194	2	407	1663	2	564
	→↘ Through-Right		1			1	
	↘ Right	28	0	28	29	0	29
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	90	1	90	50	1	50
	↵↘ Left-Through		0			0	
	→ Through	1655	2	595	1648	2	589
	→↘ Through-Right		1			1	
	↘ Right	130	0	130	120	0	120
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 174			<i>North-South:</i> 307
				<i>East-West:</i> 613			<i>East-West:</i> 678
				<i>SUM:</i> 787			<i>SUM:</i> 985
VOLUME/CAPACITY (V/C) RATIO:				0.525			0.657
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.425</b>			<b>0.557</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>A</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**65**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		AM PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>No. of Phases</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4 0 0 0 2 0			4 0 0 0 2 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	77	1	77	79	1	79
	Left-Through		0			0	
	Through	1290	2	475	1282	2	463
	Through-Right		1			1	
	Right	135	0	135	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	99	1	99	139	1	139
	Left-Through		0			0	
	Through	1791	2	708	1474	2	619
	Through-Right		1			1	
	Right	333	0	333	382	0	382
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	368	1	368	366	1	366
	Left-Through		0			0	
	Through	1224	2	441	1621	2	568
	Through-Right		1			1	
	Right	99	0	99	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	268	1	268	159	1	159
	Left-Through		0			0	
	Through	1438	2	502	1336	2	473
	Through-Right		1			1	
	Right	68	0	68	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 785 <i>East-West:</i> 870 <i>SUM:</i> 1655			<i>North-South:</i> 698 <i>East-West:</i> 839 <i>SUM:</i> 1537
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.204			1.118
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.104</b>			<b>1.018</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**66**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Las Palmas Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 2	SB -- 2	2	NB -- 2	SB -- 2	2
		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	7	0	7	22	0	22
	↶↷ Left-Through		0			0	
	↷ Through	26	0	48	208	0	262
	↷↶ Through-Right		0			0	
	↷ Right	15	0	0	32	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	86	1	86	61	1	61
	↷↷ Left-Through		0			0	
	↷ Through	94	0	120	76	0	93
	↷↶ Through-Right		1			1	
	↷ Right	145	1	0	110	1	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	77	1	77	262	1	262
	↷↷ Left-Through		0			0	
	↷ Through	1324	2	447	1723	2	583
	↷↶ Through-Right		1			1	
	↷ Right	18	0	18	26	0	26
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	23	1	23	18	1	18
	↷↷ Left-Through		0			0	
	↷ Through	1686	2	572	1472	2	563
	↷↶ Through-Right		1			1	
	↷ Right	31	0	31	217	0	217
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 168 <i>East-West:</i> 649 <i>SUM:</i> 817			<i>North-South:</i> 355 <i>East-West:</i> 825 <i>SUM:</i> 1180
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.594			0.858
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.494</b>			<b>0.758</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**67**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cherokee Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	27	0	27	146	0	146
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↔ Through-Right		0			0	
	↘ Right	57	0	84	102	0	248
	↵↔↘ Left-Through-Right		0			0	
	↵↘ Left-Right		1			1	
<b>SOUTHBOUND</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>EASTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1360	2	461	1918	2	649
	→↔ Through-Right		1			1	
	↘ Right	24	0	24	30	0	30
	↵↔↘ Left-Through-Right		0			0	
	↵↘ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	138	1	138	93	1	93
	↵↔ Left-Through		0			0	
	→ Through	1641	3	547	1585	3	528
	→↔ 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> 84 <i>East-West:</i> 599 <i>SUM:</i> 683			<i>North-South:</i> 248 <i>East-West:</i> 742 <i>SUM:</i> 990
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.455			0.660
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.355</b>			<b>0.560</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**68**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Seward St      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	31	0	31	110	0	110
	↙↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↘↔ Through-Right		0			0	
	↘ Right	62	0	93	223	0	333
	↘↔ Left-Through-Right		0			0	
	↔ Left-Right		1			1	
<b>SOUTHBOUND</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>EASTBOUND</b>	↙ Left	0	0	0	0	0	0
	↙↔ Left-Through		0			0	
	→ Through	1411	2	477	2037	2	688
	↘↔ Through-Right		1			1	
	↘ Right	20	0	20	27	0	27
	↘↔ Left-Through-Right		0			0	
	↔ Left-Right		0			0	
<b>WESTBOUND</b>	↙ Left	149	1	149	59	1	59
	↙↔ Left-Through		0			0	
	→ Through	1752	3	584	1666	3	555
	↘↔ 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> 93			<i>North-South:</i> 333
				<i>East-West:</i> 626			<i>East-West:</i> 747
				<b>SUM:</b> 719			<b>SUM:</b> 1080
VOLUME/CAPACITY (V/C) RATIO:				0.479			0.720
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.379</b>			<b>0.620</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**69**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	46	1	46
	↵↘ Left-Through		0			0	
	→ Through	125	0	154	277	0	333
	→↘ Through-Right		1			1	
	↘ Right	29	0	0	56	0	0
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	64	1	64	80	1	80
	↵↘ Left-Through		0			0	
	→ Through	288	0	406	265	0	351
	→↘ Through-Right		1			1	
	↘ Right	118	0	0	86	0	0
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	82	1	82	171	1	171
	↵↘ Left-Through		0			0	
	→ Through	1369	2	464	1981	2	676
	→↘ Through-Right		1			1	
	↘ Right	22	0	22	48	0	48
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	116	1	116	36	1	36
	↵↘ Left-Through		0			0	
	→ Through	1687	2	592	1559	2	555
	→↘ Through-Right		1			1	
	↘ Right	90	0	90	105	0	105
	↘↗ Left-Through-Right		0			0	
	↗ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 437 <i>East-West:</i> 674 <i>SUM:</i> 1111			<i>North-South:</i> 413 <i>East-West:</i> 726 <i>SUM:</i> 1139
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.741			0.759
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.641</b>			<b>0.659</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**70**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	49	1	49	111	1	111
	↶↷ Left-Through		0			0	
	↷ Through	547	1	285	1026	1	551
	↷↶ Through-Right		1			1	
	↷ Right	22	0	22	76	0	76
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	99	1	99	99	1	99
	↷↷ Left-Through		0			0	
	↷ Through	1105	1	675	678	1	409
	↷↶ Through-Right		1			1	
	↷ Right	245	0	245	139	0	139
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	172	1	172	356	1	356
	↶↷ Left-Through		0			0	
	↶ Through	1184	2	426	1601	2	563
	↶↶ Through-Right		1			1	
	↶ Right	93	0	93	89	0	89
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	96	1	96	49	1	49
	↷↷ Left-Through		0			0	
	↷ Through	1540	2	533	1490	2	535
	↷↶ Through-Right		1			1	
	↷ Right	59	0	59	115	0	115
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 724			<i>North-South:</i> 650
				<i>East-West:</i> 705			<i>East-West:</i> 891
				<b>SUM:</b> 1429			<b>SUM:</b> 1541
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.003			1.081
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.903</b>			<b>0.981</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**71**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Ivar Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	10	0	10	46	0	46
	↵↔ Left-Through		0			0	
	→ Through	85	0	138	259	0	408
	↘ Through-Right		0			0	
	↘ Right	43	0	0	103	0	0
	↔↵ Left-Through-Right		1			1	
	↔↘ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	31	1	31	59	1	59
	↵↔ Left-Through		0			0	
	→ Through	161	0	250	113	0	170
	↘ Through-Right		1			1	
	↘ Right	89	0	0	57	0	0
	↔↵ Left-Through-Right		0			0	
	↔↘ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	26	1	26	44	1	44
	↵↔ Left-Through		0			0	
	→ Through	1159	2	395	1749	2	600
	↘ Through-Right		1			1	
	↘ Right	27	0	27	51	0	51
	↔↵ Left-Through-Right		0			0	
	↔↘ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	39	1	39	71	1	71
	↵↔ Left-Through		0			0	
	→ Through	1702	2	600	1533	2	535
	↘ Through-Right		1			1	
	↘ Right	98	0	98	71	0	71
	↔↵ Left-Through-Right		0			0	
	↔↘ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 260 <i>East-West:</i> 626 <i>SUM:</i> 886			<i>North-South:</i> 467 <i>East-West:</i> 671 <i>SUM:</i> 1138
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.591			0.759
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.491</b>			<b>0.659</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**72**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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>	↶ Left	121	1	121	155	1	155
	↶↷ Left-Through		0			0	
	↷ Through	763	2	382	1262	2	631
	↷↶ Through-Right		0			0	
	↷ Right	245	1	11	285	1	55
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	112	1	112	214	1	214
	↷↷ Left-Through		0			0	
	↷ Through	1287	1	708	1058	1	604
	↷↶ Through-Right		1			1	
	↷ Right	128	0	128	149	0	149
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	60	1	60	97	1	97
	↶↷ Left-Through		0			0	
	↷ Through	1112	2	408	1602	2	573
	↷↶ Through-Right		1			1	
	↷ Right	112	0	112	116	0	116
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	234	1	234	230	1	230
	↷↷ Left-Through		0			0	
	↷ Through	1423	2	516	1453	2	535
	↷↶ Through-Right		1			1	
	↷ Right	124	0	124	152	0	152
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 829 <i>East-West:</i> 642 <i>SUM:</i> 1471			<i>North-South:</i> 845 <i>East-West:</i> 803 <i>SUM:</i> 1648
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.070			1.199
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.970</b>			<b>1.099</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>F</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**73**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Argyle Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	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	98	0	98	68	0	68
	↷↷ Left-Through		0			0	
	↷ Through	0	0	0	0	0	0
	↷↶ Through-Right		0			0	
	↷ Right	200	0	298	166	0	234
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		1			1	
<b>EASTBOUND</b>	↶ Left	150	1	150	183	1	183
	↶↷ Left-Through		0			0	
	↶ Through	1274	3	425	1854	3	618
	↶↶ Through-Right		0			0	
	↶ Right	0	0	0	0	0	0
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	0	0	0	0	0	0
	↷↷ Left-Through		0			0	
	↷ Through	1672	2	595	1665	2	589
	↷↶ Through-Right		1			1	
	↷ Right	112	0	112	103	0	103
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 298			<i>North-South:</i> 234
				<i>East-West:</i> 745			<i>East-West:</i> 772
				<b>SUM:</b> 1043			<b>SUM:</b> 1006
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.695			0.671
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.595</b>			<b>0.571</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**74**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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> 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	54	1	54	60	1	60
	Left-Through		0			0	
	Through	279	0	341	569	0	628
	Through-Right		1			1	
	Right	62	0	0	59	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	70	1	70	84	1	84
	Left-Through		0			0	
	Through	399	0	528	402	0	513
	Through-Right		1			1	
	Right	129	0	0	111	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	100	1	100	189	1	189
	Left-Through		0			0	
	Through	1238	2	451	2088	2	720
	Through-Right		1			1	
	Right	116	0	116	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	150	1	150	56	1	56
	Left-Through		0			0	
	Through	1901	2	644	1823	2	644
	Through-Right		1			1	
	Right	30	0	30	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 582			<i>North-South:</i> 712
				<i>East-West:</i> 744			<i>East-West:</i> 833
				<b>SUM:</b> 1326			<b>SUM:</b> 1545
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.931			1.084
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.831</b>			<b>0.984</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**75**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Bronson Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	69	1	69	52	1	52
	↶↷ Left-Through		0			0	
	↷ Through	175	1	175	369	1	369
	↷↶ Through-Right		0			0	
	↷ Right	142	1	99	189	1	165
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	86	1	86	134	1	134
	↷↷ Left-Through		0			0	
	↷ Through	357	0	553	249	0	347
	↷↶ Through-Right		1			1	
	↷ Right	196	0	0	98	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	78	1	78	100	1	100
	↶↷ Left-Through		0			0	
	↶ Through	1239	2	421	2202	2	745
	↶↶ Through-Right		1			1	
	↶ Right	23	0	23	33	0	33
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	87	1	87	48	1	48
	↷↷ Left-Through		0			0	
	↷ Through	1990	2	707	1841	2	648
	↷↶ Through-Right		1			1	
	↷ Right	130	0	130	102	0	102
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 622			<i>North-South:</i> 503
				<i>East-West:</i> 785			<i>East-West:</i> 793
				<i>SUM:</i> 1407			<i>SUM:</i> 1296
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.938			0.864
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.838</b>			<b>0.764</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**76**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Van Ness Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	71	1	71	117	1	117
	↶↷ Left-Through		0			0	
	→ Through	15	0	202	50	0	235
	↷ Through-Right		1			1	
	↷ Right	187	0	0	185	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	347	1	347	392	1	392
	↷↶ Left-Through		0			0	
	→ Through	228	0	264	284	0	307
	↷ Through-Right		1			1	
	↷ Right	36	0	0	23	0	0
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	5	1	5	10	1	10
	↶↷ Left-Through		0			0	
	→ Through	1415	2	496	2439	2	828
	↷ Through-Right		1			1	
	↷ Right	72	0	72	46	0	46
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	125	1	125	84	1	84
	↷↶ Left-Through		0			0	
	→ Through	2062	2	696	1790	2	601
	↷ Through-Right		1			1	
	↷ Right	25	0	25	13	0	13
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 549			<i>North-South:</i> 627
				<i>East-West:</i> 701			<i>East-West:</i> 912
				<b>SUM:</b> 1250			<b>SUM:</b> 1539
VOLUME/CAPACITY (V/C) RATIO:				0.833			1.026
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.733</b>			<b>0.926</b>
LEVEL OF SERVICE (LOS):				<b>C</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**77**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilton Pl      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	76	1	76	114	1	114
	Left-Through		0			0	
	Through	253	1	206	413	1	306
	Through-Right		1			1	
	Right	158	0	158	199	0	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	157	1	157	106	1	106
	Left-Through		0			0	
	Through	567	1	337	403	1	253
	Through-Right		1			1	
	Right	107	0	107	102	0	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	75	1	75	96	1	96
	Left-Through		0			0	
	Through	1254	2	492	1747	2	643
	Through-Right		1			1	
	Right	221	0	221	181	0	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	124	1	124	87	1	87
	Left-Through		0			0	
	Through	949	2	475	1345	2	673
	Through-Right		0			0	
	Right	113	1	35	179	1	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 413			<i>North-South:</i> 412
				<i>East-West:</i> 616			<i>East-West:</i> 769
				<b>SUM:</b> 1029			<b>SUM:</b> 1181
VOLUME/CAPACITY (V/C) RATIO:				0.686			0.787
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.586</b>			<b>0.687</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**78**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Western Ave      **East-West Street:** Sunset Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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> 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	105	1	105	104	1	104
	Left-Through		0			0	
	Through	470	2	235	680	2	340
	Through-Right		0			0	
	Right	75	1	23	86	1	14
	Left-Through-Right		0			0	
<b>SOUTHBOUND</b>	Left	147	1	147	271	1	271
	Left-Through		0			0	
	Through	827	1	504	597	1	333
	Through-Right		1			1	
	Right	181	0	181	68	0	68
	Left-Through-Right		0			0	
<b>EASTBOUND</b>	Left	154	1	154	272	1	272
	Left-Through		0			0	
	Through	1165	2	408	1475	2	503
	Through-Right		1			1	
	Right	59	0	59	34	0	34
	Left-Through-Right		0			0	
<b>WESTBOUND</b>	Left	105	1	105	144	1	144
	Left-Through		0			0	
	Through	882	2	320	1190	2	451
	Through-Right		1			1	
	Right	79	0	79	164	0	164
	Left-Through-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 609			<i>North-South:</i> 611
				<i>East-West:</i> 513			<i>East-West:</i> 723
				<b>SUM:</b> 1122			<b>SUM:</b> 1334
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.816			0.970
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.716</b>			<b>0.870</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**79**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** De Longpre Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	12	1	12	49	1	49
	↶↷ Left-Through		0			0	
	↷ Through	1446	2	498	1377	2	519
	↷↶ Through-Right		1			1	
	↷ Right	47	0	47	180	0	180
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	27	1	27	39	1	39
	↷↷ Left-Through		0			0	
	↷ Through	1965	2	659	1620	2	551
	↷↶ Through-Right		1			1	
	↷ Right	11	0	11	32	0	32
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	26	0	26	30	0	30
	↶↷ Left-Through		0			0	
	↶ Through	54	0	116	210	0	346
	↶↶ Through-Right		0			0	
	↶ Right	36	0	0	106	0	0
	↶↷ Left-Through-Right		1			1	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	144	0	144	60	0	60
	↷↷ Left-Through		0			0	
	↷ Through	59	0	283	130	0	230
	↷↶ Through-Right		0			0	
	↷ Right	80	0	0	40	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 671			<i>North-South:</i> 600
				<i>East-West:</i> 309			<i>East-West:</i> 406
				<b>SUM:</b> 980			<b>SUM:</b> 1006
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.653			0.671
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.553</b>			<b>0.571</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**80**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gardner St      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	21	0	21	44	0	44
	↶↷ Left-Through		0			0	
	↷ Through	168	0	253	292	0	408
	↷↶ Through-Right		0			0	
	↷ Right	64	0	0	72	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	57	0	57	77	0	77
	↷↷ Left-Through		0			0	
	↷ Through	247	0	363	229	0	353
	↷↶ Through-Right		0			0	
	↷ Right	59	0	0	47	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	58	1	58	103	1	103
	↷↷ Left-Through		0			0	
	↷ Through	805	1	426	1318	1	682
	↷↶ Through-Right		1			1	
	↷ Right	47	0	47	45	0	45
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	113	1	113	159	1	159
	↷↷ Left-Through		0			0	
	↷ Through	1313	1	677	936	1	495
	↷↶ Through-Right		1			1	
	↷ Right	41	0	41	54	0	54
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 384			<i>North-South:</i> 485
				<i>East-West:</i> 735			<i>East-West:</i> 841
				<i>SUM:</i> 1119			<i>SUM:</i> 1326
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.746			0.884
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.646</b>			<b>0.784</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>C</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**81**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	105	1	105	137	1	137
	↶↷ Left-Through		0			0	
	↷ Through	940	2	330	1163	2	415
	↷↶ Through-Right		1			1	
	↷ Right	50	0	50	82	0	82
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	45	1	45	78	1	78
	↷↷ Left-Through		0			0	
	↷ Through	1067	2	432	1078	2	403
	↷↶ Through-Right		1			1	
	↷ Right	229	0	229	130	0	130
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	140	1	140	177	1	177
	↷↷ Left-Through		0			0	
	↷ Through	647	1	387	861	1	487
	↷↶ Through-Right		1			1	
	↷ Right	127	0	127	112	0	112
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	87	1	87	127	1	127
	↷↷ Left-Through		0			0	
	↷ Through	806	0	825	726	0	775
	↷↶ Through-Right		1			1	
	↷ Right	19	0	0	49	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 537			<i>North-South:</i> 540
				<i>East-West:</i> 965			<i>East-West:</i> 952
				<b>SUM:</b> 1502			<b>SUM:</b> 1492
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.001			0.995
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.901</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 #:**  
**82**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	50	1	50	50	1	50
	↷ Left-Through		0			0	
	→ Through	1438	2	497	1324	2	468
	↷ Through-Right		1			1	
	↘ Right	52	0	52	80	0	80
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	5	1	5	0	1	0
	↷ Left-Through		0			0	
	→ Through	1854	2	694	1610	2	598
	↷ Through-Right		1			1	
	↘ Right	229	0	229	183	0	183
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	183	1	183	164	1	164
	↷ Left-Through		0			0	
	→ Through	430	0	518	514	0	595
	↷ Through-Right		1			1	
	↘ Right	88	0	0	81	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	84	1	84	51	1	51
	↷ Left-Through		0			0	
	→ Through	455	0	458	485	0	499
	↷ Through-Right		1			1	
	↘ Right	3	0	0	14	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 744			<i>North-South:</i> 648
				<i>East-West:</i> 641			<i>East-West:</i> 663
				<i>SUM:</i> 1385			<i>SUM:</i> 1311
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.923			0.874
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.823</b>			<b>0.774</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**83**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	15	1	15	27	1	27
	↵↔ Left-Through		0			0	
	→ Through	152	0	182	312	0	359
	↵↔ Through-Right		1			1	
	↵ Right	30	0	0	47	0	0
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	13	1	13	42	1	42
	↵↔ Left-Through		0			0	
	→ Through	202	0	247	249	0	284
	↵↔ Through-Right		1			1	
	↵ Right	45	0	0	35	0	0
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	27	0	27	44	0	44
	↵↔ Left-Through		1			1	
	→ Through	319	0	346	547	0	591
	↵↔ Through-Right		0			0	
	↵ Right	24	1	17	47	1	34
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	20	0	20	18	0	18
	↵↔ Left-Through		0			0	
	→ Through	513	0	573	381	0	439
	↵↔ Through-Right		0			0	
	↵ Right	40	0	0	40	0	0
	↵↔ Left-Through-Right		1			1	
	↵↔ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 262			<i>North-South:</i> 401
				<i>East-West:</i> 600			<i>East-West:</i> 609
				<b>SUM:</b> 862			<b>SUM:</b> 1010
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.575			0.673
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.475</b>			<b>0.573</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**84**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	13	0	13	30	0	30
	↷ Left-Through		1			1	
	→ Through	578	0	340	869	0	529
	↷ Through-Right		1			1	
	↘ Right	24	0	340	68	0	529
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	19	0	19	41	0	41
	↷ Left-Through		1			1	
	→ Through	1075	0	616	773	0	515
	↷ Through-Right		1			1	
	↘ Right	81	0	616	93	0	515
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	142	0	142	126	0	126
	↷ Left-Through		0			0	
	→ Through	238	0	399	537	0	678
	↷ Through-Right		0			0	
	↘ Right	19	0	0	15	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	41	0	41	26	0	26
	↷ Left-Through		0			0	
	→ Through	460	0	541	415	0	488
	↷ Through-Right		0			0	
	↘ Right	40	0	0	47	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 629			<i>North-South:</i> 570
				<i>East-West:</i> 683			<i>East-West:</i> 704
				<b>SUM:</b> 1312			<b>SUM:</b> 1274
VOLUME/CAPACITY (V/C) RATIO:				0.875			0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.775</b>			<b>0.749</b>
LEVEL OF SERVICE (LOS):				<b>C</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**85**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	50	1	50	62	1	62
	↷ Left-Through		0			0	
	→ Through	1047	1	560	1430	1	748
	↷ Through-Right		1			1	
	↘ Right	72	0	72	66	0	66
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	31	1	31	68	1	68
	↷ Left-Through		0			0	
	→ Through	1363	1	714	1304	1	684
	↷ Through-Right		1			1	
	↘ Right	65	0	65	63	0	63
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	58	1	58	95	1	95
	↷ Left-Through		0			0	
	→ Through	231	0	261	516	0	564
	↷ Through-Right		1			1	
	↘ Right	30	0	0	48	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	49	1	49	68	1	68
	↷ Left-Through		0			0	
	→ Through	447	0	572	367	0	468
	↷ Through-Right		1			1	
	↘ Right	125	0	0	101	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 764 <i>East-West:</i> 630 <i>SUM:</i> 1394			<i>North-South:</i> 816 <i>East-West:</i> 632 <i>SUM:</i> 1448
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.929			0.965
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.829</b>			<b>0.865</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**86**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Fountain Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	27	1	27	47	1	47
	↶↷ Left-Through		0			0	
	↷ Through	311	0	353	605	0	631
	↷↶ Through-Right		1			1	
	↷ Right	42	0	0	26	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	31	1	31	90	1	90
	↷↷ Left-Through		0			0	
	↷ Through	488	0	542	524	0	572
	↷↶ Through-Right		1			1	
	↷ Right	54	0	0	48	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	54	0	54	79	0	79
	↷↷ Left-Through		0			0	
	↷ Through	231	0	314	575	0	683
	↷↶ Through-Right		0			0	
	↷ Right	29	0	0	29	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	49	0	49	47	0	47
	↷↷ Left-Through		0			0	
	↷ Through	529	0	618	418	0	519
	↷↶ Through-Right		0			0	
	↷ Right	40	0	0	54	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 569			<i>North-South:</i> 721
				<i>East-West:</i> 672			<i>East-West:</i> 730
				<b>SUM:</b> 1241			<b>SUM:</b> 1451
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.827			0.967
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.727</b>			<b>0.867</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**87**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Lexington Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	21	1	21	65	1	65
	↷ Left-Through		0			0	
	→ Through	1468	2	503	1396	2	515
	↷ Through-Right		1			1	
	↘ Right	41	0	41	149	0	149
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	36	1	36	42	1	42
	↷ Left-Through		0			0	
	→ Through	1876	2	649	1651	2	562
	↷ Through-Right		1			1	
	↘ Right	72	0	72	36	0	36
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	28	0	28	29	0	29
	↷ Left-Through		0			0	
	→ Through	57	0	127	211	0	301
	↷ Through-Right		0			0	
	↘ Right	42	0	0	61	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	56	0	56	21	0	21
	↷ Left-Through		0			0	
	→ Through	142	0	255	69	0	111
	↷ Through-Right		0			0	
	↘ Right	57	0	0	21	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 670 <i>East-West:</i> 283 <i>SUM:</i> 953			<i>North-South:</i> 627 <i>East-West:</i> 322 <i>SUM:</i> 949
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.635			0.633
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.535</b>			<b>0.533</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**88**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Fairfax Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	102	1	102	110	1	110
	↷ Left-Through		0			0	
	→ Through	730	2	365	917	2	459
	↷ Through-Right		0			0	
	↘ Right	93	1	0	170	1	87
	↷↘ Left-Through-Right		0			0	
↷↘ Left-Right		0			0		
<b>SOUTHBOUND</b>	↶ Left	108	1	108	171	1	171
	↷ Left-Through		0			0	
	→ Through	999	1	551	731	1	434
	↷ Through-Right		1			1	
	↘ Right	103	0	103	137	0	137
	↷↘ Left-Through-Right		0			0	
↷↘ Left-Right		0			0		
<b>EASTBOUND</b>	↶ Left	121	1	121	281	1	281
	↷ Left-Through		0			0	
	→ Through	569	1	314	1278	1	673
	↷ Through-Right		1			1	
	↘ Right	59	0	59	67	0	67
	↷↘ Left-Through-Right		0			0	
↷↘ Left-Right		0			0		
<b>WESTBOUND</b>	↶ Left	293	1	293	166	1	166
	↷ Left-Through		0			0	
	→ Through	1139	1	636	1019	1	592
	↷ Through-Right		1			1	
	↘ Right	133	0	133	165	0	165
	↷↘ Left-Through-Right		0			0	
↷↘ Left-Right		0			0		
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 653			<i>North-South:</i> 630
				<i>East-West:</i> 757			<i>East-West:</i> 873
				<b>SUM:</b> 1410			<b>SUM:</b> 1503
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.025			1.093
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.955</b>			<b>1.023</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>F</b>

\* Signal synchronization at intersections in West Hollywood jurisdiction.





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**89**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gardner St      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? * Override Capacity				2			2
				0			0
		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	13	1	13	35	1	35
	↷ Left-Through		0			0	
	→ Through	92	0	127	183	0	224
	↷ Through-Right		1			1	
	↘ Right	35	0	0	41	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	58	1	58	68	1	68
	↷ Left-Through		0			0	
	→ Through	249	0	327	200	0	279
	↷ Through-Right		1			1	
	↘ Right	78	0	0	79	0	0
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	75	1	75	129	1	129
	↷ Left-Through		0			0	
	→ Through	876	1	446	1539	1	798
	↷ Through-Right		1			1	
	↘ Right	15	0	15	56	0	56
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	46	1	46	45	1	45
	↷ Left-Through		0			0	
	→ Through	1470	1	765	1339	1	717
	↷ Through-Right		1			1	
	↘ Right	60	0	60	94	0	94
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 340 <i>East-West:</i> 840 <i>SUM:</i> 1180			<i>North-South:</i> 314 <i>East-West:</i> 846 <i>SUM:</i> 1160
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.787			0.773
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.717</b>			<b>0.703</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>

\* Signal synchronization at intersections in West Hollywood jurisdiction.



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**90**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Formosa Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? * Override Capacity				3 0 0 0 1 0			3 0 0 0 1 0
	NB -- 0      SB -- 0 EB -- 0      WB -- 0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	64	0	64	127	0	127
	Left-Through		1			1	
	Through	9	0	73	31	0	158
	Through-Right		0			0	
	Right	28	1	0	124	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	10	0	10	13	0	13
	Left-Through		0			0	
	Through	51	0	165	59	0	168
	Through-Right		0			0	
	Right	104	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	18	1	18	38	1	38
	Left-Through		0			0	
	Through	1126	1	600	1642	1	880
	Through-Right		1			1	
	Right	74	0	74	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	81	1	81	90	1	90
	Left-Through		0			0	
	Through	1544	1	780	1311	1	664
	Through-Right		1			1	
	Right	15	0	15	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 229 <i>East-West:</i> 798 <b>SUM:</b> 1027			<i>North-South:</i> 295 <i>East-West:</i> 970 <b>SUM:</b> 1265
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.721			0.888
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.651</b>			<b>0.818</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>D</b>

\* Signal synchronization at intersections in West Hollywood jurisdiction.



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**91**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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				1			1
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	117	1	117	125	1	125
	↶↷ Left-Through		0			0	
	→ Through	798	2	303	1100	2	431
	↷ Through-Right		1			1	
	↷ Right	112	0	112	193	0	193
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	100	1	100	101	1	101
	↷↶ Left-Through		0			0	
	→ Through	1192	2	450	1026	2	393
	↷ Through-Right		1			1	
	↷ Right	159	0	159	152	0	152
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	99	1	99	191	1	191
	↶↷ Left-Through		0			0	
	→ Through	890	1	485	1312	1	730
	↷ Through-Right		1			1	
	↷ Right	80	0	80	148	0	148
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	194	1	194	194	1	194
	↶↷ Left-Through		0			0	
	→ Through	1233	1	653	1069	1	577
	↷ Through-Right		1			1	
	↷ Right	73	0	73	85	0	85
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 567			<i>North-South:</i> 532
				<i>East-West:</i> 752			<i>East-West:</i> 924
				<b>SUM:</b> 1319			<b>SUM:</b> 1456
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.959			1.059
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.889</b>			<b>0.989</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>E</b>

\* Signal synchronization at intersections in West Hollywood jurisdiction.



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**92**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	75	1	75	97	1	97
	↶↷ Left-Through		0			0	
	↷ Through	1263	3	421	1155	3	385
	↷↶ Through-Right		0			0	
	↷ Right	166	1	0	257	1	56
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	148	1	148	117	1	117
	↷↷ Left-Through		0			0	
	↷ Through	1516	2	613	1348	2	528
	↷↶ Through-Right		1			1	
	↷ Right	323	0	323	236	0	236
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	183	1	183	286	1	286
	↶↷ Left-Through		0			0	
	↶ Through	1158	1	612	1580	1	830
	↶↶ Through-Right		1			1	
	↶ Right	65	0	65	79	0	79
	↶↷ Left-Through-Right		0			0	
	↶↷ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	236	1	236	201	1	201
	↷↷ Left-Through		0			0	
	↷ Through	1382	1	725	1339	1	739
	↷↶ Through-Right		1			1	
	↷ Right	67	0	67	139	0	139
	↷↷ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 688			<i>North-South:</i> 625
				<i>East-West:</i> 908			<i>East-West:</i> 1031
				<i>SUM:</i> 1596			<i>SUM:</i> 1656
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.120			1.162
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.020</b>			<b>1.062</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**93**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Las Palmas Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	28	0	28	41	0	41
	Left-Through		0			0	
	Through	64	0	115	161	0	298
	Through-Right		0			0	
	Right	23	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	56	0	56	57	0	57
	Left-Through		0			0	
	Through	96	0	223	96	0	209
	Through-Right		0			0	
	Right	71	0	0	56	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	35	1	35	84	1	84
	Left-Through		0			0	
	Through	1398	1	716	1774	1	915
	Through-Right		1			1	
	Right	34	0	34	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	133	1	133	108	1	108
	Left-Through		0			0	
	Through	1619	1	835	1527	1	809
	Through-Right		1			1	
	Right	50	0	50	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 251			<i>North-South:</i> 355
				<i>East-West:</i> 870			<i>East-West:</i> 1023
				<b>SUM:</b> 1121			<b>SUM:</b> 1378
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.747			0.919
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.647</b>			<b>0.819</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**94**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilcox Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	25	0	25	18	0	18
	↷ Left-Through		0			0	
	→ Through	105	0	156	200	0	238
	↷ Through-Right		0			0	
	↘ Right	26	0	0	20	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	47	0	47	46	0	46
	↷ Left-Through		0			0	
	→ Through	142	0	280	200	0	318
	↷ Through-Right		0			0	
	↘ Right	91	0	0	72	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	32	1	32	73	1	73
	↷ Left-Through		0			0	
	→ Through	1111	1	565	1827	1	932
	↷ Through-Right		1			1	
	↘ Right	18	0	18	36	0	36
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	23	1	23	20	1	20
	↷ Left-Through		0			0	
	→ Through	1966	1	994	1595	1	822
	↷ Through-Right		1			1	
	↘ Right	21	0	21	48	0	48
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 305 <i>East-West:</i> 1026 <i>SUM:</i> 1331			<i>North-South:</i> 336 <i>East-West:</i> 952 <i>SUM:</i> 1288
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.887			0.859
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.787</b>			<b>0.759</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**95**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Cahuenga Blvd      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	26	0	26	36	0	36
	↶↷ Left-Through		1			1	
	↷ Through	445	0	309	670	0	427
	↷↶ Through-Right		1			1	
	↷ Right	17	0	309	40	0	427
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	44	0	44	59	0	59
	↷↷ Left-Through		1			1	
	↷ Through	801	0	570	733	0	545
	↷↶ Through-Right		1			1	
	↷ Right	250	0	570	121	0	545
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	86	0	86	164	0	164
	↶↷ Left-Through		1			1	
	↶ Through	1070	1	793	1725	1	1355
	↶↶ Through-Right		0			0	
	↶ Right	47	1	47	44	1	44
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	66	1	66	45	1	45
	↷↶ Left-Through		0			0	
	↷ Through	1724	1	883	1599	1	840
	↷↷ Through-Right		1			1	
	↷ Right	41	0	41	81	0	81
	↷↶ Left-Through-Right		0			0	
	↷↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 596			<i>North-South:</i> 581
				<i>East-West:</i> 969			<i>East-West:</i> 1400
				<i>SUM:</i> 1565			<i>SUM:</i> 1981
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.043			1.321
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.943</b>			<b>1.221</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**96**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	89	1	89	81	1	81
	Left-Through		0			0	
	Through	1114	2	557	1391	2	696
	Through-Right		0			0	
	Right	100	1	27	90	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	71	1	71	113	1	113
	Left-Through		0			0	
	Through	1307	1	731	1211	1	660
	Through-Right		1			1	
	Right	154	0	154	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	75	1	75	124	1	124
	Left-Through		0			0	
	Through	1061	1	566	1667	1	863
	Through-Right		1			1	
	Right	71	0	71	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	146	1	146	88	1	88
	Left-Through		0			0	
	Through	1682	1	875	1399	1	768
	Through-Right		1			1	
	Right	68	0	68	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 820			<i>North-South:</i> 809
				<i>East-West:</i> 950			<i>East-West:</i> 951
				<b>SUM:</b> 1770			<b>SUM:</b> 1760
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.180			1.173
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.080</b>			<b>1.073</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**97**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower St      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	29	1	29	39	1	39
	↷ Left-Through		0			0	
	→ Through	270	0	328	512	0	599
	↘ Through-Right		1			1	
	↷ Right	58	0	0	87	0	0
	↘ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	81	1	81	61	1	61
	↷ Left-Through		0			0	
	→ Through	506	0	555	395	0	465
	↘ Through-Right		1			1	
	↷ Right	49	0	0	70	0	0
	↘ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	68	1	68	101	1	101
	↷ Left-Through		0			0	
	→ Through	1139	1	587	1755	1	892
	↘ Through-Right		1			1	
	↷ Right	34	0	34	28	0	28
	↘ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	205	1	205	98	1	98
	↷ Left-Through		0			0	
	→ Through	1810	1	925	1655	1	863
	↘ Through-Right		1			1	
	↷ Right	39	0	39	70	0	70
	↘ Left-Through-Right		0			0	
	↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 584			<i>North-South:</i> 660
				<i>East-West:</i> 993			<i>East-West:</i> 990
				<b>SUM:</b> 1577			<b>SUM:</b> 1650
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.051			1.100
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.951</b>			<b>1.000</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**98**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Bronson Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	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	9	0	9	8	0	8
	↶↷ Left-Through		0			0	
	↷ Through	5	0	17	11	0	28
	↷↶ Through-Right		0			0	
	↷ Right	3	0	0	9	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	165	1	165	143	1	143
	↷↷ Left-Through		0			0	
	↷ Through	17	0	176	10	0	143
	↷↶ Through-Right		1			1	
	↷ Right	159	0	0	133	0	0
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↷ Left	86	1	86	103	1	103
	↷↷ Left-Through		0			0	
	↷ Through	1215	1	609	1664	1	846
	↷↶ Through-Right		1			1	
	↷ Right	3	0	3	28	0	28
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	8	1	8	30	1	30
	↷↷ Left-Through		0			0	
	↷ Through	1819	1	949	1667	1	858
	↷↶ Through-Right		1			1	
	↷ Right	78	0	78	49	0	49
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 193 <i>East-West:</i> 1035 <i>SUM:</i> 1228			<i>North-South:</i> 171 <i>East-West:</i> 961 <i>SUM:</i> 1132
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.862			0.794
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.762</b>			<b>0.694</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**99**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Van Ness Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	0	0	0	0	0	0
	Left-Through		0			0	
	Through	309	0	418	484	0	587
	Through-Right		1			1	
	Right	109	0	0	103	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	484	0	593	448	0	539
	Through-Right		1			1	
	Right	109	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	41	1	41	57	1	57
	Left-Through		0			0	
	Through	1136	1	643	1647	1	882
	Through-Right		1			1	
	Right	149	0	149	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	78	1	78	29	1	29
	Left-Through		0			0	
	Through	1747	1	889	1542	1	788
	Through-Right		1			1	
	Right	30	0	30	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 593 <i>East-West:</i> 930 <i>SUM:</i> 1523			<i>North-South:</i> 587 <i>East-West:</i> 911 <i>SUM:</i> 1498
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.015			0.999
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.915</b>			<b>0.899</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>E</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**100**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Wilton Pl      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	0	0	0	0	0	0
	Left-Through		0			0	
	Through	834	1	452	881	1	490
	Through-Right		1			1	
	Right	69	0	69	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	870	1	488	715	1	387
	Through-Right		1			1	
	Right	105	0	105	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	42	1	42	70	1	70
	Left-Through		0			0	
	Through	1088	1	579	1559	1	816
	Through-Right		1			1	
	Right	70	0	70	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	79	1	79	110	1	110
	Left-Through		0			0	
	Through	1424	1	719	1437	1	736
	Through-Right		1			1	
	Right	13	0	13	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 488 <i>East-West:</i> 761 <i>SUM:</i> 1249			<i>North-South:</i> 490 <i>East-West:</i> 926 <i>SUM:</i> 1416
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.833			0.944
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.733</b>			<b>0.844</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**101**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Western Ave      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 3	WB -- 0	0	EB -- 3	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	98	1	98	67	1	67
	↶↷ Left-Through		0			0	
	↷ Through	883	2	442	981	2	491
	↷↶ Through-Right		0			0	
	↷ Right	130	1	31	248	1	56
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
<b>SOUTHBOUND</b>	↷ Left	110	1	110	92	1	92
	↷↷ Left-Through		0			0	
	↷ Through	1038	1	586	1065	1	564
	↷↶ Through-Right		1			1	
	↷ Right	133	0	133	62	0	62
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
<b>EASTBOUND</b>	↶ Left	111	1	111	168	1	168
	↶↷ Left-Through		0			0	
	↷ Through	1069	2	535	1448	2	724
	↷↶ Through-Right		0			0	
	↷ Right	70	1	0	73	1	6
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
<b>WESTBOUND</b>	↷ Left	99	1	99	192	1	192
	↷↷ Left-Through		0			0	
	↷ Through	1400	1	719	1481	1	783
	↷↶ Through-Right		1			1	
	↷ Right	38	0	38	85	0	85
	↷↷ Left-Through-Right		0			0	
↷↷ Left-Right		0			0		
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 684			<i>North-South:</i> 631
				<i>East-West:</i> 830			<i>East-West:</i> 951
				<b>SUM:</b> 1514			<b>SUM:</b> 1582
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.101			1.151
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.001</b>			<b>1.051</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**102**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** US-101 SB On-ramp      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	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	99	0	99	116	0	116
	↷ Left-Through		0			0	
	→ Through	25	0	135	36	0	168
	↷ Through-Right		0			0	
	↘ Right	11	0	0	16	0	0
	↷ Left-Through-Right		1			1	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	6	0	6	12	0	12
	↷ Left-Through		1			1	
	→ Through	828	1	432	1096	1	584
	↷ Through-Right		0			0	
	↘ Right	616	1	616	669	1	669
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	63	1	63	60	1	60
	↷ Left-Through		0			0	
	→ Through	1528	1	787	1723	1	899
	↷ Through-Right		1			1	
	↘ Right	45	0	45	75	0	75
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 135 <i>East-West:</i> 793 <i>SUM:</i> 928			<i>North-South:</i> 168 <i>East-West:</i> 911 <i>SUM:</i> 1079
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.619			0.719
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.519</b>			<b>0.619</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**103**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** US-101 NB Off-ramp      **East-West Street:** Santa Monica Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
		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	737	1	411	865	1	529
	↵↘ Left-Through		0			0	
	→ Through	35	0	411	110	0	529
	→↘ Through-Right		0			0	
	↘ Right	50	0	0	82	0	0
	↘↙ Left-Through-Right		1			1	
	↙ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	21	0	21	25	0	25
	↵↘ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	→↘ Through-Right		0			0	
	↘ Right	63	0	84	59	0	84
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		1			1	
<b>EASTBOUND</b>	↵ Left	10	1	10	20	1	20
	↵↘ Left-Through		0			0	
	→ Through	895	2	448	1176	2	588
	→↘ Through-Right		0			0	
	↘ Right	0	0	0	0	0	0
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↘ Left-Through		0			0	
	→ Through	939	1	489	927	1	483
	→↘ Through-Right		1			1	
	↘ Right	39	0	39	39	0	39
	↘↙ Left-Through-Right		0			0	
	↙ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 495			<i>North-South:</i> 613
				<i>East-West:</i> 499			<i>East-West:</i> 588
				<b>SUM:</b> 994			<b>SUM:</b> 1201
VOLUME/CAPACITY (V/C) RATIO:				0.698			0.843
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.598</b>			<b>0.743</b>
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**104**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Willoughby Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	58	1	58	61	1	61
	↶↷ Left-Through		0			0	
	↷ Through	1466	2	501	1418	2	486
	↷↶ Through-Right		1			1	
	↷ Right	36	0	36	41	0	41
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	34	1	34	69	1	69
	↷↷ Left-Through		0			0	
	↷ Through	1709	2	600	1599	2	556
	↷↶ Through-Right		1			1	
	↷ Right	92	0	92	68	0	68
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	81	0	81	131	0	131
	↶↷ Left-Through		0			0	
	↶ Through	101	0	235	334	0	574
	↶↶ Through-Right		0			0	
	↶ Right	53	0	0	109	0	0
	↶↷ Left-Through-Right		1			1	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	108	0	108	64	0	64
	↷↷ Left-Through		0			0	
	↷ Through	333	0	492	159	0	271
	↷↶ Through-Right		0			0	
	↷ Right	51	0	0	48	0	0
	↷↷ Left-Through-Right		1			1	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 658			<i>North-South:</i> 617
				<i>East-West:</i> 573			<i>East-West:</i> 638
				<b>SUM:</b> 1231			<b>SUM:</b> 1255
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.821			0.837
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.721</b>			<b>0.737</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>C</b>			<b>C</b>





## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**105**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** La Brea Ave      **East-West Street:** Melrose Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	79	1	79	104	1	104
	↷ Left-Through		0			0	
	→ Through	1225	2	450	1488	2	535
	↷ Through-Right		1			1	
	↘ Right	126	0	126	117	0	117
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↶ Left	55	1	55	47	1	47
	↷ Left-Through		0			0	
	→ Through	1228	2	472	1168	2	426
	↷ Through-Right		1			1	
	↘ Right	187	0	187	111	0	111
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	80	1	80	130	1	130
	↷ Left-Through		0			0	
	→ Through	954	1	550	1043	1	583
	↷ Through-Right		1			1	
	↘ Right	145	0	145	122	0	122
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	228	1	228	200	1	200
	↷ Left-Through		0			0	
	→ Through	1346	1	696	951	1	517
	↷ Through-Right		1			1	
	↘ Right	45	0	45	82	0	82
	↷ Left-Through-Right		0			0	
	↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 551 <i>East-West:</i> 778 <i>SUM:</i> 1329			<i>North-South:</i> 582 <i>East-West:</i> 783 <i>SUM:</i> 1365
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.933			0.958
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.833</b>			<b>0.858</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>D</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**106**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Melrose Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	1	0	1	1	0	1
	↶↷ Left-Through		1			1	
	→ Through	1400	0	778	1345	0	770
	↷ Through-Right		1			1	
	↷ Right	149	0	778	189	0	770
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	81	1	81	99	1	99
	↷↶ Left-Through		0			0	
	→ Through	1418	2	709	1512	2	756
	↷ Through-Right		0			0	
	↷ Right	426	1	232	169	1	23
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	194	1	194	146	1	146
	↶↷ Left-Through		0			0	
	→ Through	1005	1	518	1189	1	609
	↷ Through-Right		1			1	
	↷ Right	30	0	30	28	0	28
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↶ Left	283	1	283	276	1	276
	↶↷ Left-Through		0			0	
	→ Through	1356	1	697	1043	1	554
	↷ Through-Right		1			1	
	↷ Right	37	0	37	64	0	64
	↷↶ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 859			<i>North-South:</i> 869
				<i>East-West:</i> 891			<i>East-West:</i> 885
				<b>SUM:</b> 1750			<b>SUM:</b> 1754
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.228			1.231
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.128</b>			<b>1.131</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**107**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Vine St      **East-West Street:** Melrose Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	118	1	118	107	1	107
	Left-Through		0			0	
	Through	1181	1	623	1328	1	692
	Through-Right		1			1	
	Right	64	0	64	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>SOUTHBOUND</b>	Left	107	1	107	95	1	95
	Left-Through		0			0	
	Through	1197	1	655	1126	1	611
	Through-Right		1			1	
	Right	113	0	113	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>EASTBOUND</b>	Left	64	1	64	92	1	92
	Left-Through		0			0	
	Through	1124	1	592	1360	1	727
	Through-Right		1			1	
	Right	60	0	60	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>WESTBOUND</b>	Left	70	1	70	53	1	53
	Left-Through		0			0	
	Through	1180	1	632	1123	1	620
	Through-Right		1			1	
	Right	84	0	84	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 773 <i>East-West:</i> 696 <i>SUM:</i> 1469			<i>North-South:</i> 787 <i>East-West:</i> 780 <i>SUM:</i> 1567
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.979			1.045
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.879</b>			<b>0.945</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**108**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Gower **East-West Street:** Melrose Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016 **Analyst:** GTC **Date:**

		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> 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	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	360	1	360	515	1	515
	↵↔ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
	↵↔ Through-Right		0			0	
	↵ Right	266	1	184	265	1	152
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	165	1	165	226	1	226
	↵↔ Left-Through		0			0	
	→ Through	1034	2	517	1261	2	631
	↵↔ Through-Right		0			0	
	↵ Right	0	0	0	0	0	0
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0
	↵↔ Left-Through		0			0	
	→ Through	1203	1	738	1077	1	690
	↵↔ Through-Right		1			1	
	↵ Right	273	0	273	302	0	302
	↵↔ Left-Through-Right		0			0	
	↵↔ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 360			<i>North-South:</i> 515
				<i>East-West:</i> 903			<i>East-West:</i> 916
				<i>SUM:</i> 1263			<i>SUM:</i> 1431
VOLUME/CAPACITY (V/C) RATIO:				0.886			1.004
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.786</b>			<b>0.904</b>
LEVEL OF SERVICE (LOS):				<b>C</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**109**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Western Ave      **East-West Street:** Melrose Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	95	1	95	66	1	66
	↶↷ Left-Through		0			0	
	↷ Through	1239	1	679	1155	1	634
	↷↶ Through-Right		1			1	
	↷ Right	118	0	118	113	0	113
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	81	1	81	96	1	96
	↷↷ Left-Through		0			0	
	↷ Through	1198	1	677	1249	1	686
	↷↶ Through-Right		1			1	
	↷ Right	155	0	155	122	0	122
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	70	1	70	129	1	129
	↶↷ Left-Through		0			0	
	↶ Through	1115	1	602	1237	1	664
	↶↶ Through-Right		1			1	
	↶ Right	88	0	88	91	0	91
	↶↷ Left-Through-Right		0			0	
	↶↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	103	1	103	96	1	96
	↷↷ Left-Through		0			0	
	↷ Through	1231	1	636	1048	1	557
	↷↶ Through-Right		1			1	
	↷ Right	40	0	40	66	0	66
	↷↷ Left-Through-Right		0			0	
	↷↶ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 772			<i>North-South:</i> 752
				<i>East-West:</i> 706			<i>East-West:</i> 760
				<i>SUM:</i> 1478			<i>SUM:</i> 1512
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.985			1.008
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.885</b>			<b>0.908</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>D</b>			<b>E</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**110**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Rosewood Ave  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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	30	0	30	33	0	33
	↶↷ Left-Through		1			1	
	↷ Through	1664	0	952	1561	0	918
	↷↶ Through-Right		1			1	
	↷ Right	60	0	952	76	0	918
	↷↶↷ Left-Through-Right		0			0	
	↷↶↷ Left-Right		0			0	
<b>SOUTHBOUND</b>	↷ Left	5	0	5	18	0	18
	↷↶ Left-Through		1			1	
	↷ Through	1815	0	939	1719	0	925
	↷↶ Through-Right		1			1	
	↷ Right	33	0	939	23	0	925
	↷↶↷ Left-Through-Right		0			0	
	↷↶↷ Left-Right		0			0	
<b>EASTBOUND</b>	↶ Left	31	0	31	38	0	38
	↶↷ Left-Through		0			0	
	↶ Through	35	0	95	192	0	253
	↶↷ Through-Right		0			0	
	↶ Right	29	0	0	23	0	0
	↶↷↶ Left-Through-Right		1			1	
	↶↷↶ Left-Right		0			0	
<b>WESTBOUND</b>	↷ Left	58	0	58	29	0	29
	↷↶ Left-Through		0			0	
	↷ Through	59	0	123	13	0	43
	↷↶ Through-Right		0			0	
	↷ Right	6	0	0	1	0	0
	↷↶↷ Left-Through-Right		1			1	
	↷↶↷ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 969			<i>North-South:</i> 958
				<i>East-West:</i> 154			<i>East-West:</i> 282
				<i>SUM:</i> 1123			<i>SUM:</i> 1240
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.749			0.827
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.649</b>			<b>0.727</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>B</b>			<b>C</b>



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**111**

**PROJECT TITLE:** Crossroads Hollywood  
**North-South Street:** Highland Ave      **East-West Street:** Beverly Blvd  
**Scenario:** Future with Refined Modified Project with Mitigation Conditions  
**Count Date:** Year 2015 - 2016      **Analyst:** GTC      **Date:**

		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 -- 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	2	0	0	3	0	0
	↵↔ Left-Through		0			0	
	→ Through	1463	1	787	1413	1	779
	↗ Through-Right		1			1	
	↘ Right	110	0	110	144	0	144
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>SOUTHBOUND</b>	↵ Left	2	0	0	2	0	0
	↵↔ Left-Through		0			0	
	→ Through	1483	1	833	1394	1	752
	↗ Through-Right		1			1	
	↘ Right	182	0	182	110	0	110
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>EASTBOUND</b>	↵ Left	143	1	143	128	1	128
	↵↔ Left-Through		0			0	
	→ Through	1040	1	537	1460	1	735
	↗ Through-Right		1			1	
	↘ Right	34	0	34	9	0	9
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>WESTBOUND</b>	↵ Left	150	1	150	94	1	94
	↵↔ Left-Through		0			0	
	→ Through	1274	1	650	1200	1	620
	↗ Through-Right		1			1	
	↘ Right	25	0	25	39	0	39
	↗↔ Left-Through-Right		0			0	
	↘↔ Left-Right		0			0	
<b>CRITICAL VOLUMES</b>				<i>North-South:</i> 833			<i>North-South:</i> 779
				<i>East-West:</i> 793			<i>East-West:</i> 829
				<b>SUM:</b> 1626			<b>SUM:</b> 1608
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				1.141			1.128
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>1.041</b>			<b>1.028</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>F</b>			<b>F</b>

## **Appendix G**

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Responses to Crossroads Draft EIR  
Public Comments on Financial Feasibility  
of Alternative 5



## MEMORANDUM

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**To:** Alejandro Huerta, Department of City Planning, City of Los Angeles

**From:** HR&A Advisors, Inc.

**Date:** August 8, 2018

**Re:** Responses to Crossroads Draft EIR Public Comments on Financial Feasibility of Alternative 5

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Below are responses to comments provided in letters from Chatten-Brown & Carstens, LLP and AIDS Healthcare Foundation, and oral testimony provided by members of the public and organizations, including Hollywood Heritage, at the Deputy Advisory/Hearing Officer Hearing conducted on May 15, 2018. Note: the AIDS Healthcare Foundation letter included an attachment prepared by Aaron Chawla, Associate Chief Financial Officer at AIDS Healthcare Foundation, which is also referred in the Chatten-Brown & Carstens, LLP letter. Each comment is reproduced below, followed by a response. The original comment letters are included as Attachment B to this memo.

### ***Chatten-Brown & Carstens, LLP Letter, pages 2-3.***

#### **Comment:**

An environmentally superior alternative that avoids significant impacts may not be rejected merely because it would cost more and create a lower rate of return for a project. Rather, evidence is required showing the alternative would be impracticable. “The fact that an alternative may be more expensive or less profitable is not sufficient to show that the alternative is financially infeasible. What is required is evidence that the additional costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project.” (Uphold Our Heritage v. Town of Woodside (2007) 147 Cal.App.4th 587, 599 [quoting Citizens of Goleta Valley v. Board of Supervisors, supra, 197 Cal.App.3d at p. 1181, italics added].) In Preservation Action, the court invalidated a city’s rejection of a reduced-size alternative for a proposed home improvement warehouse project on a site occupied by an unused historic building. The court stated “The administrative record does not contain any evidence that the reduced-size alternative would be so much less profitable and produce so many fewer tax dollars that the project would be impractical.” (Preservation Action Council v. City of San Jose (2006) 141 Cal.App.4th 1336, 1357.) Similarly, in the present case there is insufficient evidence to support rejection of [the Historic Preservation Alternative].

#### **Response:**

The comment presents a summary of some standards the courts have articulated for rejecting an alternative as “economically infeasible,” and asserts that the FEIR does not provide sufficient evidence to support rejection of the Historic Preservation Alternative. As discussed on page 2 under “Summary and Conclusions” of the Memorandum dated May 1, 2018 found in Appendix FEIR-2 (“HR&A Peer Review”), the FEIR does in fact provide professionally-prepared, peer-reviewed evidence sufficient to demonstrate that the Historic Preservation Alternative would involve additional costs and lost profitability that is sufficiently severe as to render it impractical for a prudent investor to proceed with it. Specifically, this conclusion was based on analysis using a Return on Development Cost (“RODC”) financial feasibility metric, which measures the relationship between capitalized development value and total development cost (including land cost, hard

cost, and soft costs). The analysis concluded that Alternative 5 would achieve a negative 18.6 RODC, whereas a positive 8.0 percent RODC is the real estate industry minimum required to attract investment capital.

**Comment:**

The FEIR claims that a newly-prepared economic analysis shows Alternative 5 cannot provide the financial ability to rehabilitate five on-site historical resources. (FEIR, p. II-13.) The evidence presented in the Economic Feasibility Review—Crossroads Hollywood and Peer Review in Appendix FEIR-2 of the Final EIR does not provide sufficient evidence to support a claim of economic infeasibility. As found by independent economic analysis submitted by Aaron Chowla [SIC], this conclusion is defective for several reasons including: the “estimated land cost” should have been lower than provided; estimated construction costs for Alternative 5 have an unreasonably high markup for general allowances and soft costs; the Feasibility Review improperly assumes losing 2/3 of useable space due to historic preservation (1,432,500 SF for original project compared to 474,018 SF for historic preservation); the Feasibility Review underestimates the Lease/SF revenue associated with a historic preservation alternative; and the Feasibility Review model assumes no debt financing with beneficial tax breaks and a higher return on equity a developer could receive under Alternative 5. Furthermore, it appears the assumptions in the FEIR’s economic analysis failed to account for rehabilitation cost savings that could be realized through application of the Historical Building Code. (<http://ohp.parks.ca.gov/pages/1074/files/2016%20CA%20CHBC.pdf>)

The FEIR improperly rejects the economic feasibility of Alternative 5.

**Response:**

The following are responses to each item in this comment.

1. The financial feasibility analysis included in the FEIR, and the independent peer review of it, provides sufficient evidence to support a finding that the Project and Modified Project are financially feasible, but Alternative 5 is not financially feasible.

As noted in the comment, the FEIR includes a memorandum analyzing the financial feasibility of the Original Project, the Modified Project and the Historic Project Alternative (individually and collectively, the “Development Scenarios”), which was prepared by Kosmont Companies, an experienced real estate consultant (the “Kosmont Analysis”). The FEIR also includes an independent peer review of the Kosmont Analysis prepared by HR&A Advisors, Inc., another experienced real estate consultant (the “Peer Review”). A summary of HR&A’s qualifications is included as Attachment A to this memo.

As summarized in the Peer Review, the Kosmont Analysis utilized an industry-standard static pro forma methodology to reach a conclusion about the financial feasibility of each Development Scenario (i.e., measured at the point in time when development is completed and occupied and available for sale). The Kosmont Analysis methodology included imputed land cost based on the capitalized value of a long-term ground lease; estimates of total development cost including “hard” construction cost estimates prepared by a third-party professional cost estimator, plus general allowances for hard construction costs not included in the cost estimates and “soft” costs; estimates of revenue from each land use in each Development Scenario, based on cited local real estate market data, including rents, hotel room rates and vacancy percentages; estimates of net margin percentages, which is equivalent to the concept of Net Operating Income (“NOI”); estimated sale value determined by dividing the net margin by land use-specific income capitalization rates (also based on cited local real estate market data); and a conclusion about financial feasibility based on the RODC metric.

The Kosmont Analysis stated that a 10 percent RODC is a minimum measure of investment return required to attract prudent developer commitment to proceed with a project. The Kosmont Analysis found that the Original Project achieves a 13.0 percent RODC, and is “feasible;” the Modified Project achieves an 8.7

percent RODC, and “appears to be economically feasible;” and the Historic Preservation Alternative achieves a *negative* 18.6 percent RODC, and is not feasible. After independent review of the overall methodology and each calculation component used to determine RODC for each Development Scenario analyzed, the Peer Review concurred with the Kosmont Analysis conclusions about the financial feasibility of the Development Scenarios. The Peer Review found that the Original Project is clearly “feasible,” because its RODC of 13.0 percent exceeds the applicable threshold of 10.0 percent, and the Historic Preservation Alternative is clearly “not feasible,” because its RODC is *negative* 18.6 percent. The Peer Review also concluded that the Modified Project can be considered “marginally feasible,” because its RODC of 8.7 percent falls within an industry-acceptable range of between 8.0 and 15.0 percent, depending on development product type, local market conditions, and developer/financing return expectations.<sup>1</sup>

2. The estimated land cost used in the Kosmont Analysis was reasonable, and the Peer Review demonstrated that even assuming a somewhat lower land cost assumption based on a different set of comparable land sales would not alter the Kosmont Analysis’s financial feasibility conclusions. The cited alternative land cost comparables provided by Aaron Chawla in an attachment to another comment letter are inappropriate, because they include sales that are too old, too distant from the Project site, and reflect inappropriate zoning.

According to the Kosmont Analysis, the land area associated with each Development Scenario<sup>2</sup> will be conveyed to the Applicant via a long-term ground lease. Although the Kosmont Analysis does not provide ground lease terms and payment structure, it assumes that the capitalized value of the long-term ground lease will be equal to fee-simple land value (i.e., as though purchased on the open market in an arms-length transaction), which is a common real estate industry assumption, as explained in the HR&A Peer Review (see p. 3). The Kosmont Analysis then investigated fees simple sales for comparable properties and concluded with a land cost of \$15.0 million per acre, which translated to a total land cost of \$105.0 million for the Original Project (on 7.0 acres of land), \$124.5 million for the Modified Project (on 8.3 acres of land), and \$105.0 million for the Historic Preservation Alternative (on 7.0 acres of land).

The Peer Review included an independent review of land sales within the past year, within a quarter mile of the Project Site, and with zoning that would generally accommodate the proposed development. The Peer Review found that the Kosmont Analysis land cost assumptions are generally reasonable, but noted that: (1) the ground lease terms and payment structure, although not included in the Kosmont Analysis, have already been negotiated and finalized, and thus should be assumed as a constant in comparing the feasibility of the Development Scenarios; and (2) review of an alternative selection of recent sales for larger sites with appropriate zoning in the immediate vicinity of the Project site, found the per-acre average cost to be somewhat lower than assumed in the Kosmont Analysis (i.e., \$13.8 million per acre vs. \$15.0 million). But, the analysis of this issue that was included in the HR&A Peer Review (see pp. 3-4 and the Appendix) found that this difference in estimated per-acre land cost would not alter the financial feasibility conclusions about the three Development Scenarios (i.e., the RODC for the Project and the Modified Project were still within the industry-standard range, but the RODC for the Historic Preservation Alternative remained negative).

The referenced sales comparables provided by Aaron Chawla in an attachment to a separate comment letter submitted by AIDS Healthcare Foundation includes eight comparable land sales, which yielded an

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<sup>1</sup> The Urban Land Institute, *Professional Real Estate Development*, 2012.

<sup>2</sup> According to the Final EIR, these are 7.0 acres in the Original Project; 8.3 acres in the Modified Project; and 7.0 acres in the Historic Preservation Alternative.

average of about \$11.4 million per acre and a median of about \$8.9 million per acre, compared with the Kosmont Analysis conclusion of \$15.0 million per acre. At the City's request, HR&A reviewed the comparables provided by Mr. Chawla and found that most are not relevant for financial feasibility analysis of the FEIR alternatives, for the following reasons:

- Three of the sales occurred more than one year ago (i.e., 6516 Selma-6/10/2016; 1342 N. Sycamore-8/11/2016; and 1600 Hudson-10/18/2016).
- Three of the sales involve properties with zoning that is not appropriate for the Project (i.e., 1403 Bates Ave. – RD1.5-1XL; 1342 N. Sycamore-RD1.5; and 3256 Colony Circle-RD1.4).
- Five of sales are for properties between 2.6 and 4.3 miles east of the Project site, and therefore in a different real estate submarket (i.e., 1403 Bates Ave.-~3.1 mi. east; 4455 De Longpre-~2.9 miles east; 4773 Hollywood-~2.6 miles east; 1825 New Hampshire-~3.0 miles east; and 3256 Colony Circle-~4.3 miles east).

Only two of these listed comparables meet age, location and zoning criteria (i.e., 6516 Selma and 1600 Hudson), and they average \$20.5 million per acre, or more than the cost assumed in the Kosmont Analysis, not less.

3. The development costs utilized in the Kosmont Analysis are reasonable, and no information was provided in the comment or in the Aaron Chawla attachment to the AIDS Healthcare Foundation letter that provides evidence for a lower assumption resulting in a substantial effect on financial return.

As summarized in the Peer Review, the Kosmont Analysis relied on a third-party cost estimator to determine the “hard” construction costs for each land use and associated parking in each Development Scenario. The Kosmont Analysis added general allowances and soft costs as industry-accepted percentages of the direct hard cost. According to the Kosmont Analysis, total development cost for the Original Project is \$907 million, for the Modified Project \$879.8 million, and for the Historic Preservation Alternative \$264.6 million.

The Kosmont Analysis added 10 percent of hard cost for “general allowances,” which includes hard cost items specifically excluded in the BuildGroup cost estimates (e.g., dewatering, methane remediation, demolition and abatement, fixtures, furnishings and equipment, tenant improvements, any building balconies, and for existing buildings, structural and seismic work). The Kosmont Analysis also added another 30 percent of hard cost to account for soft costs also specifically excluded from the BuildGroup cost estimates (e.g., insurance, professional fees, permits and plan check, testing and inspection) and presumably real estate taxes and financing costs.

The HR&A Peer Review found that some of the Kosmont Analysis development hard cost per square foot assumptions were high, particularly for residential hard costs. But sensitivity testing included in the HR&A Peer Review (see p. 4) demonstrated that that assuming up to 20 percent lower costs for residential hard costs would not alter the overall feasibility conclusions in the Kosmont Analysis – i.e., the Historic Preservation Alternative would not achieve a positive financial return, and the Original Project and Modified Project both remain financially feasible, using the RODC metric.

4. The Kosmont Analysis appropriately assumed only 474,018 square feet of development for the Historic Preservation Alternative, as compared with 1,432,500 square feet in the Original Project and 1,381,000 square feet in the Modified Project, because that is the way Alternative 5 was defined in the Draft EIR. Neither the comment nor the Aaron Chawla attachment to another comment letter provides any evidence-based alternative floor area.

As noted in the Peer Review, the floor areas assumed for the Kosmont Analysis were based on the physical specifications for the land uses in each Development Scenario, based on architectural illustrations prepared by Skidmore Owings & Merrill, LLP and Rios Clementi Hale Studios. See Draft EIR, Section V. E. (pp. V-211 through V-215), which stated that Alternative 5: Historic Preservation Alternative would include development of five residential buildings, one-mixed building, two office buildings and one commercial building, and Table V-1 (pp. V-6 through V-12) and Table V-28 (p. V-213), which states that the 474,018 square footage includes the Crossroads of the World buildings and historical resources to remain.

5. The Kosmont Analysis provided research-based revenue assumptions for all land uses in all Development Scenarios, including the Historic Preservation Alternative, and these assumptions were independently evaluated in the Peer Review. Neither the comment letter nor the Aaron Chowla attachment provides any alternative evidence for other assumptions.

The Kosmont Analysis determined potential revenue from each of the land uses based on a market scan of comparable property types in the local market area. The Peer Review found the assumptions in the Kosmont Analysis to be generally reasonable, based on an independent review of new, comparable property types documented by CoStar, a third-party commercial real estate database, which comparables were included in the Peer Review.

More specifically, the Peer Review found:

- For retail properties, based on independent review of recent lease transactions within a one-mile radius of the Project site, annual rents range between \$48 and \$70 per square foot. The Kosmont Analysis assumption of \$48 per square foot of retail space was within this range and deemed reasonable.
- For restaurants, based on independent review of lease transactions within a one-mile radius of the Project site, annual rents range between \$60 and \$78 per square foot. The Kosmont Analysis assumption of \$60 per square foot of restaurant space was within this range and deemed reasonable.
- For office properties, based on independent review of Class A office buildings recently built or renovated within a one-mile radius of the Project Site and found that the annual rents range between \$42 and \$57 per square foot. The Kosmont Analysis was within this range and deemed reasonable.
- For residential units, based on independent review of residential properties built since 2015 within a one-mile radius of the Project site, annual rents range between \$46 to \$52 per square foot. Considering the proposed residential product is well-located and will be highly amenitized, and therefore would likely command a price premium over recently completed developments, the Kosmont Analysis assumption was deemed reasonable.
- For condominiums, based on independent review of projects that have been built in the last 10 years in which units have been sold in the last three years within the Hollywood neighborhood (as defined by Redfin), selling price ranges between \$545 and \$650 per square foot. The Peer Review noted that considering the residential units will be released into the market in another three to four years, it is likely that sale prices will exceed existing comparables. Furthermore, the project is well-located and will be highly amenitized, and therefore could command price premiums, such that the Kosmont Analysis assumption was deemed reasonable.
- For hotels, based on independent review of third-party market reports published by CBRE Hotels for key hospitality locations in Southern California region, the average daily rate of hotels in the

Hollywood area today to be about \$266, and the Kosmont Analysis assumption for new hotel product was deemed reasonable.

- For Historic Preservation Alternative, the Kosmont Analysis indicated that the generally lower rental rates assumed for each land use resulted from a lack of “critical mass of cohesive, high-quality improvements that supports value on the high end of, or at a premium to, the highest valued comparables.” The Peer Review deemed this assumption reasonable for the reasons stated.

6. Construction debt and permanent financing points are included in the 30 percent “soft cost” assumption used in the Kosmont Analysis. Neither the comment nor the Aaron Chawla attachment provides an evidence-based alternative assumption. It would be speculative to assume whether any buildings in the Historic Preservation Alternative would qualify for “any beneficial tax breaks” or a higher return on equity.

As noted in the response above regarding development costs, the Kosmont Analysis includes 30 percent of hard cost to account for soft costs also specifically excluded from the BuildGroup cost estimates (e.g., insurance, professional fees, permits and plan check, testing and inspection). Although no information is yet available about how the Applicant proposes to finance development, a combination of private equity and debt is a reasonable assumption. Accordingly, the HR&A Peer Review assumed that real estate taxes and construction financing costs were also included in the 30 percent soft costs assumption. Whether the development of individual buildings would qualify for “beneficial tax breaks” can only be determined at a later point in the development process when more specific building designs have been prepared, and the degree to which the designs meet applicable tax benefit standards can be determined. But considering that the RODC for the Historic Preservation Alternative is so negative (i.e., -18.6%), it is highly unlikely that use of “any beneficial tax breaks” would achieve at least a positive eight percent RODC, the minimum threshold for financial feasibility. For example, even if the Historic Preservation Tax Credit were to achieve a 20 percent reduction in total development cost, the resulting RODC would still be negative 9.3 percent versus a minimum acceptable positive 8.0 percent.

7. Any assumption about the degree to which use of the State Historic Building Code would generate construction cost savings sufficient to render the Historic Preservation Alternative feasible would be speculative.

The California Historic Building Code (“CHBC”) applies to qualified historical buildings or properties, which includes designated resources (e.g., at the local, state, or national level) as well as eligible resources identified in surveys or inventories. However, the potential application of the CHBC to buildings in the Development Scenarios, including the Historic Preservation Alternative, is typically determined at a later stage of the development process (i.e., during the design development or construction documents stage of more detailed architectural design, or even during construction). Further, a determination about eligibility to use the CHBC is performed by the City’s Department of Building and Safety on a building-by-building basis, and then on an historic preservation issue-by-issue basis. To invoke the CHBC, it must be shown that compliance with the City’s Building Code would alter or destroy character-defining features and negatively impact the historic resource’s historic integrity and significance. It should also be noted that the statutory purpose underlying use of the CHBC is to provide relief from strict compliance from current codes so that historic integrity and significance are not impacted – i.e., construction cost savings is not the intent, although that sometimes results. Therefore, it is not possible to estimate any potential construction cost savings from utilizing the CHBC for the Development Scenarios, and the impact of any such savings on financial feasibility that might result, without impermissible speculation under CEQA [See PRC Section 21082.2(c); CEQA

Guidelines Sections 15064(f)(5), 15384.]. Nevertheless, it is noted that only about 15 percent of the estimated total hard cost for the Historic Preservation Alternative is associated with historic resources potentially subject to cost reductions via use of the CHBC (i.e., the Crossroads of the World retail and office buildings and certain residential and office buildings on Parcel B),<sup>3</sup> and therefore any cost reduction achieved by use of the CHBC on such a relatively small share of the overall development cost could not completely reverse the very negative RODC financial feasibility metric for this Alternative. As noted above, even a 20 percent reduction in total development cost would still result in an RODC of negative 9.3 percent versus a minimum positive 8.0 percent that is required for feasibility.

### **AIDS Health Care Foundation Letter**

#### **Comment:**

AIDS Healthcare Foundation submits the following objections and comments to the Final EIR referenced above, specifically the Economic Feasibility Evaluation of the Historic Preservation Alternative (Alternative 5) at Appendix 2 (the "Evaluation"). Please see the summary of findings attached to this cover letter explaining the deficiencies in the Evaluation. Aaron Chawla, AHF's Associate CFO, will orally present the overview of these objections and comments at the May 15, 2018 hearing.

First, the estimated land cost in the Evaluation used outdated market comparables and warrants an independent analysis with more recent comparables. Second, the estimated construction costs in the Evaluation have a high markup for general allowances plus soft costs. Third, the useable total floor area for the Historic Preservation alternative in the Evaluation is low, which artificially depresses revenue expectations. Fourth, the revenue from the useable floor area for the Historic Preservation alternative in the Evaluation is low, which artificially depresses revenue. Fifth, the land purchase and development costs in the Evaluation assume 100% equity financing and the use of debt is typical for major construction projects.

#### **Response:**

All individual points in this comment are nearly identical to the second paragraph of the letter from Chatten-Brown & Carstens, LLP, which also references the same attachment by Aaron Chawla. Therefore, please see the responses to the Chatten-Brown & Carstens, LLP letter. As to the comment on dated land sales "comparables" in the Kosmont Analysis, the HR&A Peer Review (see pp. 3-4) included supplemental analysis using more recent comparables, and demonstrated that doing so did not alter the Kosmont Analysis feasibility conclusions.

### **Summary of Oral Testimony on Financial Feasibility**

#### **Comment:**

5. Economic feasibility analysis flawed for the following reasons (1) Economic return from Alternative 5 too low (AHF claims 1.5 million vs. 474K); (2) 40% "padding" of construction cost estimate not explained; (3) Support for land cost not supported with substantial evidence and no explanation as to how land lease will work (e.g. fee simple vs. monthly lease payments for life of lease or up-front payment); (4) Analysis does not take into account tax breaks that would come with debt financing (e.g., debt financing/debt shield vs. equity leverage); (5) Rental unit prices, rents need to be adjusted; (6) Needs independent review; (7) Analysis relies on data that is 4 years old (\$10 million/acre vs \$15 million/acre).

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<sup>3</sup> See BuildGroup, Cost Estimate – Historic Preservation Alternative, attached to the Kosmont Economic Feasibility Review – Crossroads Hollywood, included in the FEIR.

**Response:**

As discussed in the responses to comments in letters provided by Chatten-Brown & Carstens, LLP and AIDS Healthcare Foundation:

- (1) The floor area for the Historic Preservation Alternative used in the Kosmont Analysis and Peer Review of financial feasibility is based on the Draft EIR specification of Alternative 5. The comment letters do not provide any alternative assumption, or basis for one.
- (2) Construction costs for each alternative as used in the Kosmont Analysis were based on a third-party construction cost estimate for “hard costs,” to which 10 percent of hard cost for “general allowances,” which includes hard cost items specifically excluded in the BuildGroup cost estimates (e.g., dewatering, methane remediation, demolition and abatement, fixtures, furnishings and equipment, tenant improvements, any building balconies, and for existing buildings, structural and seismic work). Another 30 percent of hard cost was added to account for soft costs also specifically excluded from the BuildGroup cost estimates (e.g., insurance, professional fees, permits and plan check, testing and inspection) and presumably real estate taxes and financing costs. These percentages were deemed reasonable in the independent Peer Review. The comment letters do not provide any alternative assumption, or basis for one.
- (3) The land cost assumption in the Kosmont Analysis is based on the capitalized value of a long-term ground lease, whose terms and conditions have been finalized, subject only to City land use approvals, but are confidential.<sup>4</sup> The Kosmont Analysis assumes that the capitalized value of the long-term ground lease will be equal to fee-simple land value (i.e., as though purchased on the open market in an arms-length transaction), which is a common real estate industry assumption, according to the Peer Review. The Kosmont Analysis then investigated fees simple sales for comparable properties and concluded with a land cost of \$15.0 million per acre. The Peer Review utilized a different set of comparables and concluded with a land value of \$13.5 million per acre, but demonstrated that using this lower land value would not alter the financial feasibility conclusions in the Kosmont Analysis. The cited alternative land cost comparables provided in an attachment to the AIDS Healthcare Foundation comment letter are inappropriate, because they include sales that are too old, too distant from the Project site, and reflect inappropriate zoning.
- (4) The specifics of project financing are not available from the Applicant, but it would be reasonable to assume that it will include private equity and debt. The Peer Review assumes that the allowance for soft costs is at 30 percent, in part, because it includes construction financing and permanent loan points, which is typical. The comment letters do not provide any evidence for another assumption.
- (5) All project revenue assumptions in the Kosmont Analysis for each land use in each Development Scenario were based on real estate market comparables. The Peer Review independently reviewed market comparables and found the Kosmont Analysis assumptions reasonable. The comment letters do not include any alternative research.
- (6) The Kosmont Analysis was subjected to an independent peer review, which is included in the FEIR.

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<sup>4</sup> Per HR&A correspondence with Kyndra Casper, representative for the Applicant, on July 18, 2018.



- (7) See (3) above. As to the comment on dated land sales “comparables” in the Kosmont Analysis, the HR&A Peer Review (see pp. 3-4) included supplemental analysis using more recent comparables, and demonstrated that doing so did not alter the Kosmont Analysis feasibility conclusions.

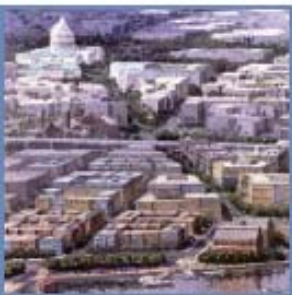
**ATTACHMENT A**  
**HR&A OVERVIEW AND SUMMARY OF QUALIFICATIONS**

***For over 40 years, HR&A Advisors, Inc. (HR&A) has built a distinguished track record solving complex real estate, economic development and public policy challenges in cities across North America and beyond.***

HR&A is an industry-leading real estate advisory, economic development and public policy consulting firm that has provided strategic advisory and implementation services for some of the most complex mixed-use, neighborhood, downtown, campus, and regional development projects and policy initiatives across North America and abroad. For more than four decades, HR&A has advised clients on the importance of linking private investment with public resources to unlock value and create vibrant places and resolve other complex public policy issues. With offices in New York City, Dallas, Los Angeles, Raleigh, NC and Washington, DC, HR&A maintains a presence to serve clients all over the world.

Our work has been recognized with numerous prestigious real estate industry awards, including:

- 2015 **American Institute of Architects Small Project Award**, Massachusetts Convention Center Authority's "Lawn on D," Boston, MA
- 2014 **American Planning Association National Planning Achievement Award in Environmental Planning**, Arlington Count's Community Energy Plan, Arlington, VA
- 2014 **American Road & Transportation Builders Association Globe Award, First Place in Public Transit**, New York Rising Community Construction Program, NY
- 2013 **American Planning Association New York, Meritorious Achievement Award**, Brooklyn Tech Triangle Strategic Plan, Brooklyn, NY
- 2013 **American Planning Association Missouri, Outstanding Planning Award**, St. Louis Zoo Expansion Framework Plan, St. Louis, MO
- 2012 **American Institute of Architects Honor Award for Regional and Urban Design**, Master Plan for the Central Delaware Riverfront, Philadelphia, PA
- 2011 **Rudy Bruner Award for Urban Excellence, Silver Medal**, Brooklyn Bridge Park, Brooklyn, NY
- 2010 **International Economic Development Council Neighborhood Development Prize**, High Line Park Transformation, New York, NY
- 2009 **International Economic Development Council Public Private Partnership Award**, Cincinnati Center City Development Corporation (3CDC) Creation, Cincinnati, OH
- 2007 **The Urban Land Institute Award for Excellence**, Daniel Island Redevelopment, Charleston, SC



## OUR SERVICES

**Strategic Positioning and Project Management.** Complex development projects require strategic positioning and focused messaging to secure public land use approvals. HR&A has a successful track record spearheading large scale master plans and mixed-use projects through the public review processes, often in tandem with our other services including project management, economic impact and financial feasibility analyses, and master plan support. HR&A has been retained by developers and public agencies to perform a variety of management assignments ranging from project conceptualization to management of the technical team responsible for project development. In addition to a thorough understanding of the development business, our clients particularly value our ability to think strategically about their projects. This has propelled the firm into the forefront of reuse planning for closed military bases and development of downtown and urban waterfront revitalization strategies. HR&A has been awarded multiple assignments to manage the interdisciplinary teams of architects, landscape architects, urban designers, engineers and others to develop market-sensitive urban development and redevelopment strategies such projects require.

**Market Analysis and Financial Feasibility Analysis.** HR&A provides objective assessments of market and financial feasibility for public and private investments in real estate developments, open space, infrastructure and mass transit. The firm provides robust analysis of real estate market conditions – for the residential, commercial, retail, industrial, cultural and hotel sectors – to inform development strategies and programs for master plans and development projects, and support repositioning of existing real estate and infrastructure to anchor new development, including historic train stations, elevated highways, and industrial waterfronts. We also create retail redevelopment and revitalization strategies including development of marketing materials and tenant outreach strategies. HR&A is frequently retained to provide specialized analytic services in all areas of real estate market analysis and feasibility analysis. This includes pro forma development and review, cash flow modeling, investment return analysis, deal structuring, and the identification of equity, debt and subsidy resources and development capital structures. We have led and/or been key participants in negotiating many different kinds of real estate transactions on behalf of private and public clients, including experience with public ground lease deals.

**Economic and Fiscal Impact Analysis.** HR&A's economic and fiscal impact analyses help clients secure project approvals and public-private financing by providing clear rationales for action. HR&A regularly prepares analyses of the impacts development projects and planning proposals may have on the revenues and expenditures of local public agencies, and/or the regional economies in which they are situated. The firm is an expert user of static equilibrium models, including IMPLAN, and computable general equilibrium models, including REMI. HR&A has analyzed the impacts of film studio campus expansions, hotels, high-rise office buildings, shopping centers, hospital complexes, performing arts centers, convention centers, industrial parks, international hub and general aviation airports, for-sale and rental residential developments and large-scale, mixed-use, transit-oriented developments, and signature parks and public open spaces.

**Other Socio-Economic Impacts Analyses.** HR&A has a long history of experience in all aspects of population, housing, and employment forecasting and analysis and public school impacts analysis. The firm's population and public school enrollment forecasting has been relied on by several school districts in making long-term facilities decisions, and was cited in a state appellate court case which determined that the Santa Barbara campus of the University of California was exempt from school impact fees. HR&A also has extensive experience with all aspects of developer fees and exactions. Beginning in the early 1980s, HR&A has been retained by jurisdictions to design exaction systems in which the firm followed the basic principles of nexus and "fair share" later codified in the *Nollan* and *Dolan* decisions by the U.S. Supreme Court, the *Ehrlich* and *San Remo Hotel*, decisions, among others, by the California Supreme Court, and California Government Code Section 66000, *et seq.* HR&A has also been retained by a number of developers and developer/owner organizations to evaluate, critique and participate in seeking changes to adopted and proposed developer

fee programs. The firm's technical rigor and thoughtfulness about these issues are respected by all sides in the continuing debate about this method of infrastructure financing.

**Developer Negotiations.** All of HR&A's principals and senior staff are very experienced negotiators, and the firm has particular expertise in negotiating real estate transactions, often in the context of public private development projects. These services have been performed on behalf of both private and public real estate clients, owing to our keen understanding of each party's interests and needs. HR&A has been involved in all aspects of the formal real estate negotiations process, from structuring the process through direct participation on behalf of clients and/or acting as technical advisor during the negotiation process. HR&A has participated in drafting exclusive negotiating agreements, memoranda of understanding, owner-participation agreements and Development Agreements, particularly with respect to financial terms and conditions. HR&A also has significant experience with competitive developer selection processes.

**Housing Strategies and Development.** For over 40 years, HR&A has guided the design and implementation of the innovative programs that produce and preserve market rate and affordable housing. HR&A works with public and private sector clients across North America to formulate housing strategies, redevelop public housing projects, and assist with the implementation of affordable housing policies and programs, including rent control/stabilization. HR&A has worked with jurisdictions to prepare affordable housing development financing plans, including the design of public-private real estate partnerships and the issuance of tax-exempt financing and tax-advantaged equity investments. The firm has a long history of consulting for a variety of parties in the housing development industry including: The U.S. Department of Housing and Urban Development; private lenders; public lenders; national intermediaries (e.g., NEF, CEF, LISC, Enterprise Foundation); local public agencies; community-based, non-profit developers; affordable housing developers; and some of the nation's leading private residential development organizations. We are also thoroughly familiar with a variety of density bonus and similar development incentive systems to encourage market rate and affordable housing production.

**Energy Efficiency Solutions.** HR&A is one of the few national consulting firms able to blend its practices in real estate and economic development advisory services into energy efficiency program development for our clients' benefit. Our work achieves environmental benefits while maximizing the opportunities for job creation and workforce development. In the past decade, we have emerged as a leader in economic feasibility assessment and management of large-scale energy efficiency initiatives for existing buildings, helping clients advance environmental responsibility through innovative strategies grounded in market pragmatism. We work with government clients to design meaningful public policy that adequately addresses private risk and advances public energy efficiency objectives. As experienced project leaders, we bring together the brightest minds in multidisciplinary fields and fuse their efforts into a cohesive whole. We also work with property owners and managers to project the accrual of energy savings given current lease structures and investment objectives, and quantify the combined impact of the investments on net operating income and overall asset value.

**Resiliency Planning.** HR&A Advisors has been a leader in resiliency planning ever since Superstorm Sandy hit the East Coast in October 2012. This includes HR&A Senior Principal Jamie Torres Springer's role helping to draft New York City's Special Initiative for Rebuilding and Resiliency; HR&A's work managing NY Rising Community Reconstruction Program efforts for New York State; and participation on multiple teams in the innovative, HUD-funded Rebuild by Design process. We are also proud to be working with the Rockefeller Foundation on its 100 Resilient Cities initiative to develop resilience strategies around the world and to be program managing Rockefeller's Capacity Building Initiative in support of the National Disaster Resilience Competition. We have provided key economic framework guidance for resiliency efforts and a public-private approach to implementation that draws on project value for funding. HR&A is committed to working with public, private, and non-profit partners to learn from our common experiences and to design and implement strategies that promote resiliency in urban places over the long term.

## OUR CLIENTS (partial list)

*We engage our clients, understand their aspirations, fully immerse in their communities, and are passionately committed to their success.*

– John H. Alschuler, Jr.

HR&A provides consulting services to a diverse group of public, private and non-profit clients. Our industry knowledge allows us to develop recommendations that are feasible and tailored to meet the needs of each client.

### Financial Institutions & Investment Companies

American Council on Life Insurance  
Citibank Private Banking Group  
Citicorp Real Estate, Inc.  
Community Preservation Corporation  
First Union National Bank  
Fleet Financial Group  
Goldman Sachs  
Hartland Asset Management  
Lehman Bros.  
Shorebank Corporation

### Real Estate Development Organizations and Private Companies

AES Corporation  
American Council of Life Insurance  
ARC Development  
ARCORP Properties  
Asfrie Properties  
Atlantic Realty Development Corp.  
AvalonBay Communities  
Bermant Development Company  
Brick City Development Corp.  
Boeing Realty Corporation  
Brookfield Properties  
Caruso  
Casden Properties, Inc.  
Castle & Cook Development Company  
Centex Homes  
CIM  
Citicorp Real Estate, Inc.  
Continental Development Corporation  
Daniel Island Development Company  
Disney Development Corporation  
Duke Energy  
Edison Properties  
Edward J. Minskoff Equities  
Forest City Ratner  
Galesi Group  
Gaylord Entertainment  
General Growth Properties  
Gibson Speno LLC  
Goldman Sachs & Co.  
Hackman Capital Partners

Hanjin International  
Harland Asset Management  
Hollywood Park Land Company, LLC  
Home Depot Company  
Jade Enterprises  
Jia Long USA  
JMB Urban Realty Corporation  
K. Hovnanian Companies of California  
Landmark Land Company  
LCOR  
Lowe Enterprises  
Macerich Company  
Madison Square Garden  
Maguire Thomas Partners  
Millennium Partners  
NBCUniversal  
Newhall Land & Farming Company  
New York Times Company  
Northland Development LLC  
Olympia & York (USA)  
Paramount Pictures  
P&O Ports North America  
The Related Companies  
Reliance Development Group  
Santa Monica Beach Development Corporation  
SFI Bridgeview, LLC  
S.L. Green Realty Corp.  
Southeast Los Angeles Regional Center  
Starrett Housing Corporation  
Sunset Development Corporation  
Target Corporation  
Time Equities, Inc.  
Tishman Speyer Properties  
Trammell Crow Company  
Trammell Crow Residential  
Trinity Wall Street  
Twentieth Century Fox  
The Walt Disney Company  
United Technologies  
Westfield Corporation, Inc.  
William Lyon Homes  
World Financial Properties  
Young Woo & Associates

**Public Development Agencies**

Alliance for Downtown New York

Atlanta Belt Line Corporation  
Atlantic City Alliance  
Battery Park City Authority  
Brooklyn Bridge Park Development  
Brooklyn Navy Yard Development Corporation  
Catskill Watershed Corporation  
Catholic Charities of Brooklyn  
Cincinnati Business Committee  
Columbus Downtown Development Corporation  
Delaware River Waterfront Corp.  
Downtown Brooklyn Local Development Corporation  
Downtown Cincinnati, Inc.  
Economic Development Growth Enterprises, Oneida Co., NY  
Empire State Development Corporation  
Glen Cove Industrial Development Agency  
HemisFare Park Area Redevelopment Corp.  
Inland Valley Development Agency  
Longwood Gardens, Inc.  
Lower Manhattan Development Corp.  
Mohawk Valley Economic Development Growth Enterprise Corp.  
Memphis Riverfront Development Corp.  
National Capital Revitalization Corp.  
New Have Economic Development Corp.  
New York City Economic Development Corp.  
New York State Urban Development Corp.  
Olympic Park Legacy Company  
Patriots Point Development Authority  
Portland Development Commission  
Penmar Development Corporation  
Queens West Development Corporation  
Saudi Arabia General Investment Authority  
Upper Manhattan Empowerment Zone Development Corp.

**Cultural, Recreational & Special Events Clients**

92<sup>nd</sup> Street Y  
Action Greensboro  
Actors' Fund of America  
American Museum of Natural History  
Brooklyn Academy of Music Corporation  
Brooklyn Botanic Garden  
Brooklyn Museum of Art  
City of New Haven Arts & Entertainment Facilities Committee  
Council of Fashion Designers of America  
Levoy Theater Preservation Society  
Lincoln Center for the Performing Arts

Longwood Gardens  
Los Angeles County Fair Association  
Madison Square Garden  
Museum for African Art  
New Jersey Performing Arts Center  
NYC2008  
Pershing Square Renew

Public Space for Public Life  
Randall's Island Sports Foundation  
The Trust for Public Land

**Other Quasi-Public and Non-Profit Organizations and Foundations**

Albert Einstein College of Medicine  
The Bowery Mission  
ChooseNJ  
Cincinnati Business Committee  
City University of New York  
Common Ground Community  
Community Environmental Center  
Cornell University  
Corporation for Supportive Housing  
Community Services Society of New York  
Design Trust for Public Space  
The Enterprise Foundation  
Fashion Center BID  
Ford Foundation  
Friends of the High Line  
Gay Men's Health Crisis  
George Mason University  
Griffiss Local Development Corporation  
Harry Frank Guggenheim Foundation  
Kaiser Permanente  
La Plaza De Cultura y Artes  
Lehigh University  
Lehman College  
Local Initiatives Support Corporation  
Los Angeles Collaborative for Community Development  
Los Angeles Community College District  
Los Angeles River Revitalization Corporation  
Metropolitan Boston Housing Partnership  
Metropolitan Jewish Geriatric Center  
MIT  
National Equity Fund  
National Resource Network  
National Resource Defense Council  
Neighborhood Progress, Inc.  
New York Blood Center  
Newark Alliance  
Omaha Community Center for Sustainability  
Pepperdine University  
Preservation League of New York State  
Research Triangle Foundation

Redlands University  
Rockefeller Foundation  
Rose Bowl Operating Committee  
Rose Kennedy Greenway Conservancy  
Sustainable Playland, Inc.  
Saint John's Hospital and Health Center  
Saint Joseph Health  
Saint Vincent's Hospital  
San Gabriel Valley Council of Governments  
Spanish-American Merchant's Assoc.  
Stanford University  
The Willows Community School  
Times Square Alliance  
Union Square Partnership, Inc.  
Union Theological Seminary  
United Jewish Organizations  
University of California, Los Angeles  
University of California, Santa Barbara  
University of California, Riverside  
University of North Carolina at Greensboro  
University of Pennsylvania  
University of Southern California  
Upper Manhattan Empowerment Zone Development Corp.  
Uptown Consortium  
Washington University in St. Louis  
Wesleyan University  
Westside Urban Forum

**Governmental Agencies**

Boulder Urban Renewal Authority  
City and County of San Francisco  
City of Atlanta  
City of Berkeley Rent Stabilization Board  
City of Beverly Hills  
City of Carson  
City of Chester (PA)  
City of Chula Vista  
City of Cincinnati  
City of Claremont  
City of Columbus  
City of Commerce  
City of Compton  
City of Concord  
City of Culver City  
City of Detroit  
City of Escondido  
City of Glendale  
City of Grapevine  
City of Houston  
City of Huntington Beach  
City of Indianapolis  
City of Lancaster  
City of Los Angeles (multiple departments and

agencies)  
City of Long Branch (NJ)  
City of Lynwood  
City of Mount Vernon  
City of New Rochelle  
City of New York (multiple departments and agencies)  
City of Newark  
City of Olathe (KS)  
City of Palmdale  
City of Pasadena (multiple departments)  
City of Phoenix  
City of Ranson  
City of Rolling Hills Estates  
City of San Diego (multiple departments)  
City of Saint Paul  
City of San Antonio (multiple departments)  
City of San Jose  
City of San Luis Obispo  
City of Santa Monica (multiple departments)  
City of Seattle  
City of South Pasadena  
City of Ventura  
City of West Covina  
City of West Hollywood  
City of Yonkers  
Compton Unified School District (CA)  
County of Los Angeles (multiple departments)  
County of Santa Barbara  
District of Columbia  
Long Island Regional Planning Council  
Maryland National Capital Parks & Planning Commission  
Mecklenburg County Real Estate Services Department (NC)  
Miami Downtown Development Authority  
Minneapolis Parks and Recreation Board  
New Jersey Department of Commerce and Economic Development  
Perth Amboy Redevelopment Agency  
Philadelphia City Planning Commission  
Prosper Portland  
Redevelopment Authority of the City of Philadelphia  
San Diego Association of Governments  
San Diego Centre City Development Corp. (now Civic San Diego)  
Santa Ana Unified School District (CA)  
Santa Monica-Malibu Unified School District  
Saratoga County Industrial Development  
Southern California Association of Governments  
Town of New Castle  
U.S. General Services Administration  
Village of Port Chester



Village of Nyack (NY)  
Washington, D.C., Office of the Deputy Mayor  
for Planning & Economic Development  
Waterfront Toronto  
World Bank  
Yonkers Office of Downtown & Waterfront  
Development

**Transportation Agencies**

City of Chicago Department of Airports  
Connecticut Dept. of Transportation  
Delaware Dept. of Transportation  
Eco Rapid Transit  
Hennipen County Regional Railroad Authority  
Los Angeles County Metro  
Los Angeles Harbor Department  
Los Angeles World Airports  
Massachusetts Bay Transportation Authority  
New Jersey Transportation Corp.  
New York Metropolitan Transportation Authority  
Omitrans  
Port Authority of New York and New Jersey  
Ramsey County Regional Railroad Authority  
San Diego County Regional Airport Authority  
San Diego Unified Port District  
South Carolina State Ports Authority  
Transport for London

U.S. Dept. of Transportation

**Housing Agencies**

Chicago Housing Authority  
City of Los Angeles Housing & Community  
Investment Dept.

Community Development Commission of the  
County of Los Angeles  
Housing Authority of Baltimore City  
Housing Authority of the City of Houston  
Housing Authority of the City of Santa Monica  
Housing Authority of the County of Los Angeles  
Housing Bureau, City of Long Beach  
Indianapolis Housing Authority  
New York City Housing Authority  
New York City Housing Development Corporation  
New York State Association for Affordable  
Housing  
New York State Housing Finance Agency  
Omaha Housing Authority (NE)  
Philadelphia Housing Authority  
Redevelopment Authority of the City of  
Philadelphia  
St. Louis Housing Authority (MO)  
U.S. Dept. of Housing & Urban Development

**ATTACHMENT B**  
**COMMENT LETTERS**



## Chatten-Brown & Carstens LLP

**Hermosa Beach Office**  
Phone: (310) 798-2400

**San Diego Office**  
Phone: (858) 999-0070  
Phone: (619) 940-4522

2200 Pacific Coast Highway, Suite 318  
Hermosa Beach, CA 90254  
[www.cbcearthlaw.com](http://www.cbcearthlaw.com)

**Douglas P. Carstens**  
Email Address:  
[dpc@cbcearthlaw.com](mailto:dpc@cbcearthlaw.com)  
Direct Dial:  
310-798-2400 Ext. 1

May 14, 2018

Alejandro A. Huerta, Environmental Review Coordinator  
Major Projects & Environmental Analysis  
Department of City Planning  
City Hall, City of Los Angeles  
200 North Spring Street, Room 750  
Los Angeles, CA 90012  
E-mail: [alejandro.huerta@lacity.org](mailto:alejandro.huerta@lacity.org)

Re: Further Comments on Environmental Impact Report ENV-2015-2026-EIR  
State Clearinghouse No. 2015101073; Renewed Request for Continuance  
of May 15, 2018 Hearing on Crossroads Hollywood Project

Dear Mr. Huerta:

On behalf of Livable LA, we submitted comments on the Crossroads Hollywood Project environmental impact report (EIR). We have the following additional objections, and renew our request, submitted on April 20, 2018, that the hearing for the Crossroads Hollywood project (the Project) set for May 15, 2018 by the Deputy Advisory Agency/Hearing Officer be continued to allow sufficient time for public review of the material, including modifications to the Project, that has only recently been made available.

Without waiving any prior objections, we object to the following defects in the Final EIR.

**1. The New Stand-Alone Parking Structure Will Have Impacts That Must Be Analyzed in a Recirculated EIR.**

When a lead agency adds “significant new information” to an EIR after the public has reviewed the Draft EIR but before the agency certifies the EIR, the agency must pursue an additional round of consultation by recirculating the revised Draft EIR to the public. (Pub. Resources Code § 21092.1.) New information is “significant” if, as a result of the additional information, “the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of

the project or a feasible way to mitigate or avoid such an effect.” (*Laurel Heights Improvement Assn. v. Regents of Univ. of California* (1993) 6 Cal. 4th 1112, 1129, CEQA Guidelines, Cal.Code Regs., tit. 14, § 15088.5, subd. (a).)

The FEIR states the Modified Project includes “the addition of Development Parcel E, which would be located at the terminus of Cherokee Avenue at Selma Avenue... for the construction of a stand-alone parking structure north of the Blessed Sacrament Church.” (FEIR, p. II-272.) Because this new structure was not included in the Draft EIR, its potentially significant impacts on traffic, air quality, and noise among other impacts, should be disclosed in a recirculated EIR.

## **2. The Newly-Created Economic Feasibility Review Does Not Support Rejection of Alternative 5 as Economically Infeasible.**

An environmentally superior alternative that avoids significant impacts may not be rejected merely because it would cost more and create a lower rate of return for a project. Rather, evidence is required showing the alternative would be impracticable. “The fact that an alternative may be more expensive or less profitable is not sufficient to show that the alternative is financially infeasible. What is required is evidence that the *additional* costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project.” (*Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 599 [quoting *Citizens of Goleta Valley v. Board of Supervisors, supra*, 197 Cal.App.3d at p. 1181, italics added].) In *Preservation Action*, the court invalidated a city’s rejection of a reduced-size alternative for a proposed home improvement warehouse project on a site occupied by an unused historic building. The court stated “The administrative record does not contain any evidence that the reduced-size alternative would be so much less profitable and produce so many fewer tax dollars that the project would be impractical.” (*Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1357.) Similarly, in the present case there is insufficient evidence to support rejection of Alternative 5.

The FEIR claims that a newly-prepared economic analysis shows Alternative 5 cannot provide the financial ability to rehabilitate five on-site historical resources. (FEIR, p. II-13.) The evidence presented in the Economic Feasibility Review— Crossroads Hollywood and Peer Review in Appendix FEIR-2 of the Final EIR does not provide sufficient evidence to support a claim of economic infeasibility. As found by independent economic analysis submitted by Aaron Chowla, this conclusion is defective for several reasons including: the “estimated land cost” should have been lower than provided; estimated construction costs for Alternative 5 have an unreasonably high markup for general allowances and soft costs; the Feasibility Review improperly assumes losing 2/3 of useable space due to historic preservation (1,432,500 SF for original project compared to 474,018 SF for historic preservation); the Feasibility Review underestimates

the Lease/SF revenue associated with a historic preservation alternative; and the Feasibility Review model assumes no debt financing with beneficial tax breaks and a higher return on equity a developer could receive under Alternative 5. Furthermore, it appears the assumptions in the FEIR's economic analysis failed to account for rehabilitation cost savings that could be realized through application of the Historical Building Code. (<http://ohp.parks.ca.gov/pages/1074/files/2016%20CA%20CHBC.pdf>.) The FEIR improperly rejects the economic feasibility of Alternative 5.

### **3. Alternative 5 Meets Most Project Objectives.**

The FEIR asserts that Alternative 5 Does not “fully meet” the majority of project objectives. (FEIR, p. II-9.) The FEIR asserts that Alternative 5 would create “greater impacts... on existing historical resources...since a greater number of historic resources would potentially be impacted by underground excavation and construction on all four development parcels.” (FEIR, p. II-9.) This assertion is ridiculous because Alternative 5 can easily be conditioned not to create such impacts. The FEIR asserts that surface water quality impacts will not be improved as under the project but, again, Alternative 5 could be conditioned to provide these benefits. Finally, the FEIR states noise and vibration would be greater to sensitive receptors that “remain on-site.” (FEIR, p. II-9.) However, as the FEIR elsewhere states, impacts to on-site residents or users is not a factor in CEQA analysis unless the project exacerbates an existing condition. (FEIR, p. II-20 citing *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4<sup>th</sup> 369.)

### **4. The FEIR Fails to Adequately Respond to Comments Regarding Traffic Impacts.**

The FEIR fails to adequately address the objections Caltrans and we raised regarding the Project's impacts to the US-101 Freeway.

Caltrans stated the CMP methodology used in the EIR is “not adequate when analyzing freeway impacts.” (FEIR, II-63.) Rather than use an adequate methodology, the FEIR responds that an October 2013 Freeway Analysis Agreement somehow absolves the City from conducting adequate analysis. It does not. Caltrans' objections identify a significant issue that has not been mitigated.

Caltrans further requested a Traffic Mitigation Agreement be signed prior to circulation of the Final EIR. (FEIR, p. II-65.) However, the FEIR states the City does not view such an agreement as a defensible mitigation measure. Nonetheless, the City claims “a significant unavoidable cumulative impact on Caltrans facilities would occur.” (FEIR, p. II-66.) As we stated in our comment letter, such impacts must be mitigated. (FEIR, p. II-277). The City may not adopt a statement of overriding considerations for cumulative

traffic impacts when feasible mitigation measures such as the traffic mitigation agreement have not been adopted. (Pub. Resources Code § 21081.)

The size of the Project must be reduced to reduce the impacts to Caltrans facilities. (FEIR, p. II-277.) However, the FEIR fails to address this feasible mitigation measure.

#### **5. Greenhouse Gas Emissions Analysis and Mitigation is Inadequate.**

The FEIR defends the use of a business as usual or what is termed a “No Implementation of Energy Reduction Measures (NEIRM)” scenario as being included to “demonstrate the efficacy of these measures for informational purposes only.” (FEIR, p. II-283.) The FEIR’s attempt to take credit for measures that must be implemented in any case is misleading. The baseline scenario must assume these legally required mitigation measures will be implemented.

The FEIR states the project will “not result in any net additional GHG emissions . . . with the purchase of emission offset credits.” (FEIR, p. II-283.) The Project must avoid additional GHG emissions through reduction of emissions and implementation of measures to avoid creating new emissions. Reducing the size of the Project would reduce its emissions.

#### **6. The Development Application for the Hollywood Center (Millenium) Project Reveals Cumulative Impacts that Must be Analyzed in the EIR.**

On May 4, 2018, the City made available the Application for Environmental Leadership Development Project for the Hollywood Center Project (Millenium project). This Millenium project will have cumulative impacts with the proposed Crossroads Project that should be analyzed in the EIR.

#### **7. Liquefaction Can Create Significant Impacts.**

The FEIR states that the General Plan Safety Element’s classification of the sites a “susceptible to liquefaction” is “outdated” and proceeds to state various sources that have not identified the site as subject to liquefaction. (FEIR, p. II-20.) However, the General Plan is the authoritative source for information, not to be overruled by a zoning map or imprecise State of California map referenced in the FEIR. The General Plan is the “constitution for future development” and is located at the top of “the hierarchy of local government law regulating land use.” (*DeVita v. County of Napa* (1995) 9 Cal.4th 763, 773.) The FEIR seeks to sweep liquefaction issues under the rug by claiming the area is not in a liquefaction hazard zone. (FEIR, p. II-21.) The EIR’s treatment of land use consistency is inadequate because of its failure to address the General Plan Safety Element’s identification of the susceptibility to liquefaction other than by saying it is outdated. The FEIR reveals a potentially significant impact that requires recirculation of

the EIR so the public and public agencies may evaluate why the FEIR asserts the City's General Plan Safety Element is incorrect. Construction in an area subject to liquefaction exacerbates those risks.

### **8. Impacts to LAUSD Schools Will Be Significant.**

The Los Angeles Unified School District states "Based upon a review of the Draft EIR, the proposed project will have a significant impact on LAUSD schools." (FEIR, II-80.) LAUSD's Hollywood High School and Selma Avenue Elementary School campuses would be located within 0.25 mile of the proposed project Site. These significant impacts would occur in the areas of air quality, noise, traffic, and pedestrian safety impacts. The significant impacts on LAUSD schools, which were not identified in the Draft EIR, requires recirculation of the EIR for public review to ensure the proposed mitigation measures actually reduce the newly-identified significant impacts below a level of significance.

### **9. Air Quality Impacts Would be Significant But Feasible Mitigation Measures Are Impermissibly Omitted.**

SCAQMD staff recommended "additional mitigation measures to further reduce construction and operational emissions, particularly from NO." (FEIR, p. II-87.) The FEIR improperly refused to adopt such measures or explain the reasons they would not be adopted. The FEIR incorrectly states the requirement to adopt all feasible mitigation measures "is not a requirement in CEQA." (FEIR, II-89.)

### **10. Floor Area Averaging is Not Allowed for the Project as Proposed.**

One comment letter from Crown Sunset Associates, LLC appropriately stated:

The DEIR also simply takes for granted the averaging of floor area ratio across the entire Project site without actually analyzing the legality or propriety of doing so. The only means by which the Project can purport to legally install three high rise buildings is by scraping off the unused density of the Crossroads of the World site.

(FEIR II-158.) Floor area averaging requires findings set forth in LAMC section 12.24.W.19 including a finding that unified development is proposed. It requires procedures including approval by all persons holding ground leases in the subject property. A covenant must be required to do the following:

- (1) guaranteeing to continue the operation and maintenance of the development as a unified development;

(2) indicating the floor area and, if applicable, density used on each parcel and the floor area and, if applicable, density potential, if any, that would remain;

(3) guaranteeing the continued maintenance of the unifying design elements;

These provisions for allowing floor area averaging have not been met.

**Conclusion.**

The Final EIR must be supplemented to address the shortcomings we and others have identified in our objections to the FEIR. While the project has been modified in some ways to address significant impacts, these modifications do not go far enough and, where new development is proposed, can create significant impacts of their own. Once the defects in the EIR are remedied, the Final EIR must be recirculated for adequate public and public agency review and comment. We join in the objections stated in the comments noted above, as well as other objections to the Project.

Thank you for your consideration.

Sincerely,



Douglas P. Carstens





# AIDS HEALTHCARE FOUNDATION

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May 14, 2018

Alejandro A. Huerta, Environmental Review Coordinator  
Major Projects & Environmental Analysis  
Department of City Planning  
City Hall, City of Los Angeles  
200 North Spring Street, Room 750  
Los Angeles, CA 90012  
E-mail: [alejandro.huerta@lacity.org](mailto:alejandro.huerta@lacity.org)

Re: Comments on Environmental Impact Report ENV-2015-2026-EIR; State  
Clearinghouse No. 2015101073

Dear Mr. Huerta:

AIDS Healthcare Foundation submits the following objections and comments to the Final EIR referenced above, specifically the Economic Feasibility Evaluation of the Historic Preservation Alternative (Alternative 5) at Appendix 2 (the "Evaluation"). Please see the summary of findings attached to this cover letter explaining the deficiencies in the Evaluation. Aaron Chawla, AHF's Associate CFO, will orally present the overview of these objections and comments at the May 15, 2018 hearing.

First, the estimated land cost in the Evaluation used outdated market comparables and warrants an independent analysis with more recent market comparables. Second, the estimated construction costs in the Evaluation have a high markup for general allowances plus soft costs. Third, the useable total floor area for the Historic Preservation alternative in the Evaluation is low, which artificially depresses revenue expectations. Fourth, the revenue from the useable total floor area for the Historic Preservation alternative in the Evaluation is low, which artificially depresses revenue. Fifth, the land purchase and development costs in the Evaluation assume 100% equity financing and the use of debt is typical for major construction projects.

Thank you for your consideration.

Sincerely,

Liza M. Brereton  
Counsel, AIDS Healthcare  
Foundation

**Summary of Findings Contesting The FEIR Appendix 2 Economic Feasibility Evaluation And That The Historical Preservation Alternative (Alternative 5) Is Not Economically Feasible. [Environmental Impact Report ENV-2015-2026-EIR; State Clearinghouse No. 2015101073]**

**1. Estimated Land Cost in the Economic Feasibility Evaluation used dated market comparables and warrants new analysis with more recent market comparables**

A CoStar based comps assessment of recent transactions shows lower "Estimated Land Cost" than in the Economic Feasibility Study

FT^2 in an Acre

43,560

	Address	Sale Date	Land Area (SF)	Land Area (Acre)	Price	Land \$ / Acre
Feasibility Study	1534 N McCadden	10/6/2016	5,663	0.13	1,298,153	9,985,440
	1540 N McCadden	10/6/2016	5,702	0.13	2,951,847	22,550,413
	1600 N Highland	11/18/2015	76,230	1.75	39,900,000	22,800,000
	6705-07 W Sunset	8/20/2014	11,252	0.26	5,000,000	19,356,559
	1527 N McCadden	5/14/2014	6,874	0.16	3,150,000	19,961,303
	1533 N McCadden	5/14/2014	6,875	0.16	1,375,000	8,712,000
Recent Comps	1403 Bates Ave	4/27/2018	6,793	0.16	1,179,000	7,560,318
	4455 De Longpre	11/22/2017	7,592	0.17	1,475,000	8,462,987
	6516 Selma	6/10/2016	20,738	0.48	12,000,000	25,205,902
	1342 N Sycamore	8/11/2016	8,062	0.19	1,325,727	7,163,070
	1600 Hudson	10/18/2016	14,299	0.33	5,200,000	15,841,108
	4773 Hollywood	11/2/2017	28,493	0.65	7,000,000	10,701,576
	1825 New Hampshire	4/2/2018	9,270	0.21	1,966,244	9,239,438
	3256 Colony Cir	12/22/2016	6,826	0.16	1,100,000	7,019,631

Feasibility Study Comps (Grey)	Avg	17,227,619
	Median	19,658,931

Recent Comps from CoStar (Green)	Avg	11,399,254
	Median	8,851,213

Feasibility study went with \$15M per Acre @ 7 acres

Note: Column I and M are formulas

Grey highlighted are Feasibility Study comps

Green highlighted are updated Market Comps from CoStar on 5/14/18

Comps using updated market comps suggest \$10M per acre is a more relevant price point

For the purposes of testing economic feasibility Kosmont utilized a baseline estimated land cost of \$15 million per acre applied to the amount of land area that would need to be acquired / controlled to permit development of the project. For reference, while the Historic Preservation alternative would retain many existing buildings and improvements, the overall Site area would not differ from the Original Project, and thus the area of the ground lease would not change. A summary of the total estimated land cost (for the purposes of evaluating economic feasibility) follows in Table 4 below. The cost of land assuming a cost of \$10 million per acre and \$20 million per acre is also provided in the table for reference and scale.

Table 4: Estimated Land Cost for Economic Feasibility Evaluation

Figures in \$1,000,000	<u>Original Project</u>	<u>Modified Project</u>	<u>Historic Preservation</u>
Site Acres	7.0	8.3	7.0
Estimated Cost / Acre	\$15.0	\$15.0	\$15.0
<b>Total Estimated Land Cost</b>	<b>\$105.0</b>	<b>\$124.5</b>	<b>\$105.0</b>
Total Cost at \$10 MM / Acre	\$70.0	\$83.0	\$70.0
Total Cost at \$20 MM / Acre	140.0	166.0	140.0

Source: Page 3 of the Kosmont Memorandum

2. Estimated Construction Costs in the Economic Feasibility Evaluation have a 40% markup including General Allowances (10%) + Soft Costs (30%)

Project Markup of 40% warrants additional review

Figures in \$1,000,000	<u>Original Project</u>	<u>Modified Project</u>	<u>Historic Preservation</u>
Direct Construction Cost	647.9	628.4	189.0
General Allowances (10% of Direct Construction Cost)	64.8	62.8	18.9
Soft Costs (30% of Direct Construction Cost)	194.4	188.5	56.7

Note: Historic Preservation scenario in Economic Feasibility Study assumes only 33% of the Original Project Total Floor Area is rentable

Table 5: Estimated Construction Costs

Figures in \$1,000,000	<u>Original Project</u>	<u>Modified Project</u>	<u>Historic Preservation</u>
<b>Direct Construction Cost</b>	\$647.9	\$628.4	\$189.0
<b>General Allowances</b>	64.8	62.8	18.9
<b>Soft Costs</b>	194.4	188.5	56.7
<b>Total Construction Cost</b>	<b>\$907.0</b>	<b>\$879.8</b>	<b>\$264.6</b>

3. Useable Total Floor Area for the Historic Preservation scenario in the Economic Feasibility Evaluation is low which artificially depresses revenue expectations

The architectural illustration for the Historic Preservation scenario only using 1/3 of the Floor Space of the Original Project warrants a design review

The original project projects 1,432,500 SF of useable floor space, while the Historic preservation scenario projects a Total Floor Area of 474,018 SF  
 ( 474,018 SF ) / ( 1,432,500 SF ) = 33%

Table 1: Development Program

Component	Original Project		Modified Project		Historic Preservation	
Hotel	348,500 SF	308 Rm	320,000 SF	308 Rm	0	0
<b>Commercial / Retail</b>						
New	185,000 SF *		122,000 SF *		14,908 SF	
Existing to Remain	0		18,000 SF **		5,478 SF	
Enteratinment / Theater	0		50,000 SF		0	
<b>Office</b>						
New	95,000 SF		0		65,871 SF	
Existing to Remain	0		0		19,700 SF	
Residential (Sale)	219,000 SF	190 DU	0	0	0	0
<b>Residential (Rental)</b>						
New	585,000 SF	760 DU	871,000 SF	950 DU	307,200 SF	435 DU
Existing to Remain	0	0	0	0	60,861 SF	84 DU
<b>Total Floor Area</b>	<b>1,432,500 SF</b>		<b>1,381,000 SF</b>		<b>474,018 SF</b>	
Affordable Housing (Very Low)		84 DU		105 DU		84 DU

**KOSMONT ANALYSIS OVERALL METHODOLOGY**

The Kosmont Analysis utilized a form of static pro forma methodology (i.e., measured at the point in time when development is completed and occupied), including components of development cost, net margin, and capitalized value of completed development to evaluate the financial feasibility using the RODC metric for all three Development Scenarios. The floor areas assumed for each land use were based on architectural illustrations of the Development Scenarios prepared by Skidmore Owings & Merrill, LLP (“SOM”) and Rios Clementi Hale Studios (“RCH”). The Kosmont Analysis then used a series of assumptions and calculations to complete the financial feasibility analysis of the Development Scenarios, including:

Source: Page 2 of the HR&A Memorandum

4. Revenue from the Useable Total Floor Area for the Historic Preservation scenario in the Economic Feasibility Evaluation is low which artificially depresses revenue expectations

Table 6: Estimated Development Values - Original Project

	Commercial / Retail	Restaurant	Supermarket	Office	Residential (Rental)	Residential (Affordable)
Lease / SF	\$ 48	\$ 60	\$ 36	\$ 54	\$ 54	\$ 12

Table 6: Estimated Development Values - Historic Preservation Alternative

	General Commercial / Retail / Restaurant	Office	Residential (Rental)	Residential (Affordable)
Lease / SF	\$ 36	\$ 48	\$ 42	\$ 12

A model that assumes losing such a substantial amount of Lease / SF revenue from instituting Historic Preservation warrants additional review

Table 6: Estimated Development Values – Original Project

	Commercial / Retail	Restaurant	Supermarket	Office	Hotel	
<b>Lease / SF</b>	\$48	\$60	\$36	\$54	ADR	\$275
<b>Vacancy</b>	5%	10%	0%	10%	Occupancy	80%
<b>Net Margin</b>	90%	90%	95%	85%	RevPAR	\$220
<b>Cap Rate</b>	4.5%	4.5%	4.5%	4.0%	Other Depts	40%
<b>Value / SF</b>	\$910	\$1,080	\$760	\$1,030	Net Margin	30%
					Cap Rate	6.0%
					<b>Value/Key</b>	<b>\$562,000</b>
	<b>Residential (Sale)</b>	<b>Residential (Rental)</b>	<b>Residential (Affordable)</b>			
<b>Lease / SF</b>		\$54	\$12			
<b>Vacancy</b>		5%	5%			
<b>Net Margin</b>		75%	0%			
<b>Cap Rate</b>		4.0%	4.5%			
<b>Value / SF</b>	\$900	\$960	\$0			

Table 8: Estimated Development Values – Historic Preservation Alternative

	<b>General Commercial / Retail / Restaurant</b>	<b>Office</b>	<b>Residential (Rental)</b>	<b>Residential (Affordable)</b>
<b>Lease / SF</b>	\$42	\$48	\$42	\$12
<b>Vacancy</b>	5%	10%	5%	5%
<b>Net Margin</b>	90%	85%	70%	0%
<b>Cap Rate</b>	5.0%	4.5%	4.0%	4.5%
<b>Value / SF</b>	<b>\$720</b>	<b>\$820</b>	<b>\$700</b>	<b>\$0</b>

5. Land purchase and development costs in the Economic Feasibility Evaluation assume 100% equity financing and the use of debt is typical for major construction projects

A model that assumes no debt financing excluded the benefit of tax breaks, as well as a higher return on equity a developer would receive from using debt

- **General Allowances:** The Kosmont Analysis added 10 percent of hard cost for “general allowances,” which includes hard cost items specifically excluded in the BuildGroup cost estimates (e.g., dewatering, methane remediation, demolition and abatement, fixtures, furnishings and equipment, tenant improvements, any building balconies, and for existing buildings, structural and seismic work).
- **Soft Costs:** Kosmont added another 30 percent of hard cost to account for soft costs also specifically excluded from the BuildGroup cost estimates (e.g., insurance, professional fees, permits and plan check, testing and inspection) and presumably real estate taxes and financing costs.

Source: page 4 of the HR&A Memorandum