



June 12, 2013

VIA E-MAIL and U.S. MAIL

The Honorable Public Works Committee  
of the Los Angeles City Council  
Room 1050, City Hall  
200 N. Spring Street, Los Angeles CA 90012

Date: 6-12-13  
Submitted in PW Committee  
Council File No: 12-0148  
Item No.: 2  
Deputy: Espinosa  
Public

Re: VAC-E1401186, Council File No. 12-0148 (Scheduled for the Committee's June 12, 2013 Agenda)

Dear Committee Members:

The Regents of the University of California ("The Regents") own the real property located at the northeast corner of Wilshire Boulevard and Veteran Avenue in Westwood Village ("UCLA Property"), which is part of The Regents' Los Angeles campus, UCLA. Access to the UCLA Property, which is currently developed with a 636-space parking lot, is provided by Kinross Avenue and the east-west alley westerly of Gayley Avenue between Kinross Avenue and Wilshire Boulevard (the "Alley"). Wilshire-Gayley, LLC ("Wilshire-Gayley") is seeking to vacate the Alley to incorporate the current public right-of-way into Wilshire-Gayley's proposed luxury residential condominium/hotel project at 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue (the "Project").

As more fully discussed below, the proposed Alley vacation would impair access to the UCLA property, eliminate underground utility access from the UCLA property to Gayley Avenue, and conflict with the City's requirements for vacations. Moreover, approval of the vacation would violate the California Environmental Quality Act ("CEQA") because Public Resources Code Section 21166 requires preparation of a supplemental environmental impact report. Therefore, The Regents respectfully request that you deny Wilshire-Gayley's request to vacate the Alley.

### 1. Background

In or about 2008, Wilshire-Gayley sought various land use approvals to develop the Project. The Department of City Planning required preparation of environmental impact report

ENV- 2008-2368 EIR (the "EIR"). The EIR did not consider the vacation of the Alley. On the contrary, the EIR stated:

Access to the Project site from the alley connecting to Kinross Avenue to the north will be restricted to service and emergency vehicles only, with all loading and unloading occurring off of the alley, fully contained within the Project site. Valet queuing and storage will also be contained in the Project site. *The alley will remain public, and will continue to provide unimpeded access to the other properties it currently serves.* (Emphasis added).<sup>1</sup>

On behalf of its Los Angeles campus, The Regents provided comments on both the Notice of Preparation and the Draft EIR, expressing concern that the Project would impair The Regents' ability to develop the UCLA property. Specifically, The Regents requested that the City ensure that The Regents would continue to be able to use the Alley. In response, the Final EIR stated that "UCLA would have the ability to use the alley on an unobstructed and equal basis with the Project and other users of the public alley."<sup>2</sup>

Notwithstanding the unequivocal statements in the EIR, Wilshire-Gayley is now seeking to vacate the Alley and prohibit any further use by The Regents and members of the public. The City initially did not prepare any additional CEQA analysis for the vacation. My letter dated June 21, 2012 (copy attached), expressed The Regents' objection to the proposed vacation. It also pointed out that the proposed vacation represents a significant change to the Project analyzed in the EIR and requested that the City prepare a supplemental EIR. Instead, the City only required preparation of a 14-page Addendum.

## **2. The Alley is Necessary for Access to the UCLA Property**

In order to approve the vacation request, California Street & Highways Code section 8324 requires that the City Council find, based on all the evidence submitted, that the Alley is unnecessary for present or prospective public use.

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<sup>1</sup> Draft EIR, Page IV.G-22

<sup>2</sup> Final EIR, Page III-20.

The Alley currently provides vehicular, pedestrian, and emergency access to the UCLA Property and the nearby Gayley Center located at 1145 Gayley Ave. Moreover, The Regents have reserved the UCLA Property for future development that will be high-rise and high density in nature to meet the future needs of the University. Such development will take advantage of the site's location adjacent to an approved future Metro subway station and portal. As discussed below, the Alley will provide needed secondary vehicular, pedestrian, and emergency access to this future development.

As set forth on the attached memorandum from Crain & Associates, a well-respected traffic engineering firm, the streets surrounding the UCLA Property offer no viable options for a new secondary access. Wilshire Boulevard serves as a critical regional connector and is classified as a Major Class II Highway. As with other high-density developments along Wilshire Boulevard, access directly to and from Wilshire Boulevard is extremely limited or not permissible by Los Angeles Department of Transportation (LADOT). Thus, it is unlikely that LADOT would permit any future access to and from Wilshire Boulevard for the UCLA Property. Additionally, obtaining a signalized ingress and egress point along Veteran Avenue, between Wilshire Boulevard and Kinross Avenue, for future development of the UCLA Property, is highly unlikely. At best, a secondary access on Veteran Avenue would be restricted to a right-in/right-out configuration. Without access to the signalized intersection at Gayley and Lindbrook Avenues as a secondary access for the UCLA Property, traffic destined for the UCLA Property to and from the east would be circulated exclusively through the signalized driveway on Kinross Avenue. The existing north-south alley along the east edge of the UCLA Property is shared by adjacent land uses along Gayley Avenue as a service access for deliveries and other support uses, and thus would not be an adequate secondary access for the UCLA Property.

As configured, the signalized intersection at Gayley and Lindbrook Avenues is an ideal secondary access that would be crucial to the viability of The Regents' future development of the UCLA Property. Crain & Associates has confirmed that the Alley is currently used by vehicles (commuter, service, and emergency) and pedestrians to access the UCLA Property and further considers the Alley to be the optimal location for a secondary access point to the UCLA Property. Therefore, the Alley is necessary for both present and prospective public use.

Moreover, there is no compelling reason to allow for the vacation. As clearly demonstrated in the EIR, the Applicant's Project would be feasible even without the vacation of the Alley. The EIR's finding that access to the Project site would be adequate expressly assumed the continued public use of the Alley. Vacating the Alley would provide Wilshire-Gayley with

the exclusive use of what is now public right-of-way, to the detriment of The Regents and the public.<sup>3</sup>

### **3. Approval of the Vacation would be Inconsistent with the City's Vacation Requirements**

The Bureau of Engineering's website clearly states: "The City of Los Angeles requires the consents and waivers of damages of all property owners adjoining the public right-of-way proposed to be vacated."<sup>4</sup> As stated in my June 21, 2012 letter, The Regents do not consent to the vacation and will not waive their rights as an adjacent property owner to use the Alley. Therefore, approving the vacation would violate the City's requirements for vacations.

### **4. Approval of the Vacation Requires the City to Prepare a Subsequent EIR**

California CEQA Guidelines section 15162 requires preparation of a subsequent or supplemental EIR if:

- (1) Substantial changes are proposed in the Project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the Project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

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<sup>3</sup> Wilshire-Gayley already incorporated public right-of-way into the Project when it vacated another leg of the public alley that ran through the middle of Developer's site.

<sup>4</sup> <http://engpermits.lacity.org/vacation/>

(A) The Project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR ....

As noted, Wilshire-Gayley is seeking a major change to the Project by vacating the Alley, despite assurances in the EIR that the Alley would remain publicly accessible. Moreover, the circumstances under which the Project is being undertaken have changed significantly. The EIR assumed that the Project would be completed and in operation by 2012; however, the Applicant has yet to begin construction. Even if construction were to start tomorrow, the Project would not be completed until 2015, at the earliest. All of the analyses in the EIR, including the traffic study, were predicated on a 2012 Project opening. In addition, the original analysis took credit for the prior uses on the Project site. As those uses were discontinued more than four years ago, such credit is no longer permitted under LADOT policy or the West Los Angeles Transportation Improvement Mitigation Plan.

As demonstrated in the attached analysis by Crain & Associates, changing the horizon year for the traffic analysis from 2012 to 2015 results in new significant impacts at a minimum of three intersections. These significant impacts, which were not disclosed in the EIR, are attributable to additional background traffic from related projects proposed since preparation of the original traffic study, as well as ambient growth. Under California CEQA Guidelines section 15162, these new significant impacts mandate preparation of a subsequent or supplemental EIR and preclude the use of the Addendum.

#### **5. The Regent's Utility Access under the Alley should be Maintained**

The future development of the UCLA Property is anticipated to require a connection to existing utilities that run in and beneath Gayley Avenue. Vacation of the Alley would prevent such connection and would materially impair The Regents' ability to develop the UCLA Property.

The EIR for the Wilshire-Gayley Project stated the following: "The alley that abuts the north boundary of the site is 20 feet wide. The subterranean parking structure would extend a maximum of 10 feet into the alley or to the centerline of the alley."

The maximum subterranean encroachment of 10 feet from the northern property boundary should be maintained as a 10-foot wide utility easement to allow for the existing sewer line under the Alley to remain in place and allow for future utilities within the easement.

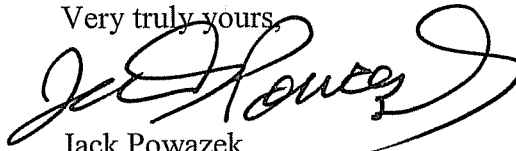
Therefore, the Council should require that such access be maintained with the following conditions:

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As part of the construction of the Applicant's subterranean parking structure, a conduit pipe or sleeve shall be installed in the northern portion of the subterranean alley to provide a location for future utilities. The specifications and location of this pipe or sleeve shall be subject to review and approval prior to its installation by the Bureau of Engineering, following consultation with the owners adjoining the Alley (currently, the Regents of the University of California and Westwood Village Development Co.). Prior to submittal of plans and specifications for the pipe or sleeve to the Bureau of Engineering, the Applicant shall provide evidence of an agreement for a 10-foot wide utility easement within this alley with such adjoining owners.

Thank you for your consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jack Powazek", written in a cursive style.

Jack Powazek

Administrative Vice Chancellor

cc: Councilmember Paul Koretz  
City Attorney



June 21, 2012

OFFICE OF THE ADMINISTRATIVE VICE CHANCELLOR  
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Edmond Yew, Manager  
Land Development Group  
City of Los Angeles Bureau of Engineering  
1149 S. Broadway, Suite 700  
Los Angeles, CA 90015-2213

**RE: City of Los Angeles Notice of Proposed Vacation – VAC-E1401186**

Dear Mr. Yew,

This is in response to the June 7, 2012 City of Los Angeles Notice of Proposed Vacation (VAC-E1401186) received by The Regents of the University of California ("The Regents"). The public right-of-way described in the notice as: "the East/West Alley Westerly of Gayley Avenue between Kinross Avenue and Wilshire Boulevard", provides public ingress and egress to The Regent's property that includes two buildings (Kinross North and South) and Parking Lot 36. The Regents do not support the proposed vacation of this public alley, which has been requested by Wilshire Gayley, LLC, in furtherance of its proposed Wilshire Gayley project ("Project") on the adjacent parcel.

Throughout the Environmental Impact Report ("EIR") process for the Wilshire Gayley Project (ENV-2008-2368-EIR<sup>1</sup>), The Regents of the University of California, on behalf of its Los Angeles Campus ("UCLA" or "Campus") provided consistent comment in regard to the Project's potential impacts to the Campus' property rights and access to The Regent's property via the alley in question. The administrative record for the Project shows that on September 2, 2008, The Regents submitted comment on the Project's Notice of Preparation requesting that the EIR consider the potential for the Project to conflict with and possibly impair development of the adjacent UCLA property.

As a result of The Regent's request, the Project's Draft EIR (June 2009) analyzed traffic and circulation impacts on local streets, inclusive of the alley, and stated: "The alley would remain public and would continue to provide unimpeded access to the other properties it currently serves." (Wilshire Gayley Draft EIR, Section IV.G-22). Following release of the Draft EIR, The Regents submitted a comment letter on July 20, 2009, further addressing the issue of access via the public alley:

"Specifically, UCLA recommend[s] that the Project's use of the alley for access to Gayley Avenue be conditioned on the development of physical site modifications and operational controls that will ensure UCLA's ability to use the alley on an unobstructed and equal basis with

<sup>1</sup> The Project's EIR (ENV-2008-2368-EIR) is tied to two entitlement approvals for the Project: CPC-2009-143-GPA-SP-ZC-HD-CU-CUB-ZV-ZAA-GB and VTTM 70935 (both are referenced on the Application for Vacation of Public Right of Way).

the Project and other users of the public alley. Without such mitigation, the Project may impair two existing pedestrian access points to the UCLA Property, one of which is for emergency egress.”

As required by Section 15088 of the California Environmental Quality Act (CEQA) Guidelines, the Final EIR (February 2010) for the Project responded to the comment above (FEIR Page III-20) and concluded:

“UCLA would have the ability to use the alley on an unobstructed and equal basis with the project and other users of the public alley. Therefore, as the project would not result in a significant traffic impact with regard to the alley, the inclusion of a mitigation measure is not necessary.”

Wilshire Gayley, LLC’s request to vacate the alley is a newly added component of the Project as approved by the City and analyzed in the EIR. *See* Section 4 of the application for the vacation, dated October 27, 2011, which states that the purpose of the vacation is for “driveway access for proposed Hotel or Condominium under VTTM No. 70935 [Vesting Tentative Tract Map].” As a result, the impacts associated with granting the vacation must be analyzed in the context of the Project as a whole in conformity with CEQA, Public Resources Code Section 21166.

Failure to consider the entirety of the Project in a single environmental document constitutes piecemealing, which pursuant to CEQA, Public Resources Code Section 21159.27, is the act of dividing a project into smaller projects to minimize the environmental effects and is prohibited. For this reason the proposed alley vacation does not qualify for a categorical exemption from CEQA as suggested in Section 3 of the application. The alley was identified in the EIR (DEIR page II-12) certified by the City as a point of access to the Project, but vacation of said alley for the exclusive use by the Project was neither disclosed nor analyzed, and is in direct contradiction of the representation made by the City in its Final EIR (FEIR Page III-20) that “UCLA would have the ability to use the alley on an unobstructed and equal basis with the project and other users of the public alley.” Therefore, the alley vacation request constitutes a change in the Project and requires the preparation of an update to the certified EIR in compliance with CEQA, Public Resource Code Section 21166.

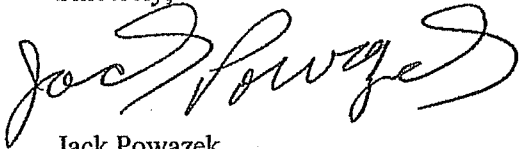
In regards to the foregoing, the University believes a Subsequent or Supplemental EIR is required because the alley vacation represents a substantial change in the Project and the circumstances under which it is being undertaken which may result in new or more significant impacts than previously disclosed. *See* CEQA Guidelines Section 15162 and 15163. The alley provides an additional ingress and egress point to facilities and parking on the Campus. Vacation of the alley would push all vehicle traffic from Parking Lot 36 to one entrance and exit point on Kinross Avenue. Outbound PM peak traffic from Lot 36 would then move to either the Veteran Avenue or Gayley Avenue intersections at Wilshire Boulevard. In the Project Draft EIR, the traffic analysis shows that these two intersections would operate at Level of Service (LOS) E for Veteran/Wilshire and LOS D for Gayley/Wilshire (DEIR page IV.G-33). Since the analysis does not include what effect the alley vacation would have on the redistribution of these PM peak period trips, it is unknown whether it would increase the vehicle to capacity ratio (V/C) at either intersection enough to create a significant impact. The alley vacation may also result in increased air and greenhouse gas emissions related to the decrease in vehicle movement and longer idling time. The



proposed alley vacation may also reduce emergency vehicle access to both The Regent's property and The Gayley Center (1145 Gayley Avenue), which are adjoining properties to the alley. For these reasons, the proposed alley vacation must be analyzed in a Subsequent or Supplemental EIR to determine whether this newly added Project component will result in new or a substantial increase in the severity of impacts identified in the certified EIR.

Finally, absent The Regent's consent, the City is precluded from granting the request for vacation of the alley under its own City of Los Angeles Bureau of Engineering administrative guidelines (available for review at the following web address: <http://engpermits.lacity.org/vacation/>). The guidelines for the granting of a vacation of a public right-of-way expressly require the consent and waiver of each property owner adjoining the public right-of-way proposed to be vacated. The Regents does not consent and will not waive any rights as an adjacent property owner to use of the public alley that serves the UCLA campus. The City of Los Angeles Bureau of Engineering should therefore deny the application.

Sincerely,

A handwritten signature in black ink, appearing to read "Jack Powazek", written in a cursive style.

Jack Powazek  
Administrative Vice Chancellor

cc: Scott Waugh, Executive Vice Chancellor & Provost  
Steve Olsen, Vice Chancellor & Chief Financial Officer  
Kevin Reed, Vice Chancellor, Legal Affairs  
Glen Fichman, Senior Campus Counsel  
Sue Santon, Associate Vice Chancellor, Capital Planning and Finance  
Kelly Drumm, Senior Counsel



June 11, 2013

Mr. Dale J. Goldsmith, Esq.  
Armbruster Goldsmith & Delvac LLP  
11611 San Vicente Boulevard  
Suite 900  
Los Angeles, California 90049

RE: Updated Wilshire Gayley Project Traffic Impact Analysis – Select Intersections

Dear Mr. Goldsmith,

This memorandum documents Crain & Associates' completed peer review and updated traffic impact analysis of the Wilshire Gayley Project (the "Project"), based on the traffic study published by Fehr & Peers in March 2009 and the supplemental technical memorandum prepared by Gibson Transportation Consulting dated November 5, 2009. As part of our peer review, the following intersections were selected for an updated impact analysis:

<u>No.</u>	<u>Intersection</u>
5	Sepulveda Boulevard and Wilshire Boulevard
6	Veteran Avenue and Wilshire Boulevard
7	Gayley Avenue and Wilshire Boulevard
8	Westwood Boulevard and Wilshire Boulevard
10	Glendon Avenue and Linbrook Drive

The 2009 impact analyses were conducted based on existing traffic volume data collected in 2007 and 2008, with an assumed Project buildout year of 2012. Given that construction of the Project has not commenced in June 2013, our updated impact analysis conservatively assumes a Project buildout year of 2015. Due to the ongoing construction of the I-405 Sepulveda Pass Improvements Project, which began in 2009 and is scheduled for completion in mid-2014, new traffic volume counts could not be conducted for the updated impact analysis. Therefore, the traffic counts collected for the Fehr & Peers traffic study were used. Similar to that study, an ambient traffic growth rate of one percent compounded annually was applied to the existing traffic volumes in order to estimate baseline traffic volumes for the 2015 buildout year. The updated analysis herein has been conducted using methodologies consistent with City of Los Angeles Department of Transportation ("LADOT") *Traffic Study Policies and Procedures* dated May 2012.

## Project Trip Generation and Baseline Assumptions

The March 2009 Fehr & Peers traffic study analyzed two Project development options:

- Option 1 - 134 hotel rooms and 10 condominium units, with 6,510 square feet of ground-floor specialty retail space and a 9,975 square-foot restaurant that is open to the public; and
- Option 2 - 144 condominium units, with 6,510 square feet of ground-floor specialty retail space and a 9,975 square-foot restaurant space that is open to the public.

The subsequent November 5, 2009 Gibson technical memorandum analyzed the following additional development alternative:

- Option 3 - 250 hotel rooms, with 6,510 square feet of ground-floor specialty retail and a 9,646 square-foot private restaurant intended to serve hotel guests only.

Based on the trip generation rates assigned to each Project land use in the March 2009 Fehr & Peers traffic study, which used the West Los Angeles Transportation Improvement and Mitigation Specific Plan (the "WLA TIMP") and Institute of Transportation Engineers *Trip Generation* (7th Edition, 2003) manual, Option 2 would generate the lowest amount of Project vehicle trips among the development options. Therefore, Option 2 was selected for this updated analysis in order to gauge the Project traffic impacts for the least trip-intense development option. Impacts under the other options would be greater than under Option 2, including potential additional significantly impacted intersections.

The Project trip generation calculations in the March 2009 traffic study included existing trip credits for the video rental store and gas station land uses that previously occupied the Project site. These previous uses were removed prior to the completion of the March 2009 traffic study. The March 2009 traffic study also states that vehicle trips associated with the video rental store and gas station were included as background traffic in the cumulative base traffic projections. However, a review of the cumulative base peak-hour traffic volumes contained in the study indicated that existing land use trips were not added to the cumulative base traffic volumes. The trip rates and estimated trip generation for Option 2 of the proposed Project from the March 2009 traffic study have been included in Appendix A.

Per the WLA TIMP, trip credits for the previous land uses are granted if those uses were in place and operating for at least one year continuously during the four years immediately preceding the application for a building permit. Since that the previous Project land uses have been inactive for more than four years, the Project no longer qualifies for previous use trip credits. However, for comparison purposes, this updated impact analysis includes the following three scenarios:

- **Analysis Scenario A** - Assumes trip credits for the previous land uses;
- **Analysis Scenario B1** - Assumes no trip credits for the previous land uses; and
- **Analysis Scenario B2** - Assumes no trip credits for the previous land uses and includes the effects of the proposed Wilshire Bus Rapid Transit (the “Wilshire BRT”) Project on the study intersections along Wilshire Boulevard. The Wilshire BRT Project is currently under construction, with an expected completion date of end-of-year 2014.

The highlighted values from the trip generation table in Appendix A show the Option 2 Project trip estimates with no credit for the removal of the previous land uses.

As described previously, due to the ongoing construction of the I-405 Sepulveda Pass Improvements Project, the traffic volume data collected for the March 2009 Fehr & Peers traffic study were utilized for the present analysis, with an ambient traffic growth rate of one percent compounded annually used to forecast 2015 future baseline traffic volumes.

In addition, to be consistent with the March 2009 Fehr & Peers traffic study, the analyses of Scenarios A, B1 and B2 assumed the following conditions:

- Walk-in trip credits of 25 percent were not taken, for conservative purposes;
- The distribution of previous land use trips credit would be the same as the proposed Project trip distribution;
- 75 percent of the proposed Project traffic would also result in a new trip to/from the off-site parking facility at 10877 Wilshire Boulevard; and
- Related projects within an approximate 1.5-mile radius of the Project site were included in the future year traffic volume estimates.

To be consistent with the latest LADOT *Traffic Study Policies and Procedures*, a few adjustments were made to the March 2009 Fehr & Peers traffic study assumptions:

- The annual ambient traffic growth rate was applied on a compounded basis;
- The lane configurations and traffic signal operations at the identified study intersections (5, 6, 7, 8 and 10) were adjusted to reflect current conditions in 2008 and anticipated conditions in 2015;
- The ambient growth factor applied to the traffic volumes at Int. 5 under 2008 Existing conditions was removed, since the traffic volume data at this intersection was collected in 2008 (not 2007); and

- An updated related projects listing from LADOT and other valid current sources was used to establish the 2015 future cumulative base conditions for the present analysis. The related projects listing from the March 2009 Fehr & Peers traffic study was updated to include all reasonably foreseeable projects planned, proposed, or constructed between the collection of the existing traffic count data (2007/2008) and future Project buildout conditions (2015).

## **Traffic Impact Analysis Results**

### **Existing Condition Traffic Volumes**

Existing AM and PM peak-hour traffic volume information was extracted from the March 2009 Fehr & Peers traffic study. The traffic count worksheets for the five study intersections are shown in Appendix B. All counts conducted in 2007 were factored up using an annual growth rate of one percent to reflect 2008 traffic conditions. The adjusted 2008 AM and PM peak-hour traffic volumes are shown in Attachment B. In addition, lane configurations and traffic signal operations of the five intersections studied for this analysis were verified. Appendix C shows the 2008 existing lane configurations and traffic signal operations at the five study intersections.

### **Cumulative Condition Traffic Volumes**

As mentioned above, an ambient traffic growth rate of one percent compounded annually was applied to the 2008 existing traffic volumes to produce future baseline traffic volumes for the Project buildout year of 2015. In addition, traffic volumes expected from other identified (related) projects in the project area were added to these 2015 future baseline volumes to create the 2015 cumulative base traffic volumes. As shown in Appendix D, a total of 41 related projects were identified for inclusion in the 2015 future traffic volume projections, based on the latest available related project information from LADOT and other sources. Appendix D includes an updated trip generation list for all related projects and a map of these related projects. Figures displaying the 2015 cumulative base condition AM and PM peak-hour traffic volumes at the study intersections are also included in Appendix D.

It should be noted that the LADOT cumulative projects list typically does not include any UCLA projects under way, which includes the following projects:

- Meyer and Renee Luskin Conference and Guest Center
- Ostin Music Center
- Engineering VI building
- 558/564 Glenrock Avenue Housing
- 625/641 Landfair Avenue Housing

The above projects are all located within the one-mile radius of the Wilshire Gayley Project site and are either under construction or will begin construction by August 2013. The absence of these UCLA projects in the list of related projects results in lower traffic volumes at the study intersections under 2015 cumulative conditions. Had these UCLA projects been included, the higher study area cumulative traffic volumes would have produced worse levels of service results at the study intersections and, therefore, would have made these intersections more sensitive to project-related traffic. This means that the project may have additional significant traffic impacts beyond those set forth herein.

In order to generate the 2015 cumulative plus project traffic volumes, the Project traffic volumes associated with each of the three analysis scenarios were added to the 2015 cumulative base condition traffic volumes. Figures displaying the 2015 cumulative plus project AM and PM peak-hour traffic volumes for all three analysis scenarios are contained in Appendix D.

### **Cumulative Plus Project Conditions**

Using the same Critical Movement Analysis (CMA) methodology utilized in the March 2009 Fehr & Peers traffic study, cumulative conditions were analyzed for Analysis Scenarios A, B1 and B2. The summaries of these analysis results are contained in Appendix E. As shown, the three analysis scenarios yield new significant impacts that were not identified in the 2009 Fehr & Peers analysis at the following intersections:

#### **Analysis Scenario A (with trip credits for previous land uses)**

- Gayley Avenue and Wilshire Boulevard - PM peak hour.

#### **Analysis Scenario B1 (with no trip credits for previous land uses)**

- Veteran Avenue and Wilshire Boulevard - PM peak hour; and
- Gayley Avenue and Wilshire Boulevard - PM peak hour.

#### **Analysis Scenario B2 (with no trip credits for previous land uses + Wilshire BRT)**

- Sepulveda Boulevard and Wilshire Boulevard - PM peak hour;
- Veteran Avenue and Wilshire Boulevard - PM peak hour; and
- Gayley Avenue and Wilshire Boulevard - AM and PM peak hours.

In addition, the California Sixth District Court of Appeal, in the case of *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council*, (the "Sunnyvale" case) determined that a project must be compared "against current, existing physical conditions." LADOT's current policies require that a supplemental traffic impact analysis of project impacts relative to existing conditions be conducted as part of a standard traffic study. This analysis was not presented in the 2009 Fehr and Peers report, and should have been conducted as part of the addendum.

Based on the results shown in Appendix E, intersections that are significantly impacted due to project developments would need to be addressed under CEQA guidelines. Since this updated analysis evaluated the Project development option that is expected to generate the lowest amount of vehicle trips onto the surrounding street system, it is reasonable to assume that construction of either of the higher traffic-generating development options (Option 1 or 3) would result in an equal or greater number of significant traffic impacts at the study intersections. Appendix F contains the LADOT CMA & LOS worksheet results for all three analysis scenarios.

### **Gayley Avenue/Lindbrook Drive Alley Vacation**

The Project proposes to vacate the existing alley that forms the west leg of the Gayley Avenue/Lindbrook Drive intersection. The Alley currently provides vehicular, pedestrian, and emergency access to the UCLA Lot 36 and the Gayley Center located at 1145 Gayley Avenue. The UCLA Regents have reserved this property of nearly seven acre in size for future development that will be high-rise and high density in nature to meet the future needs of UCLA. The streets surrounding the UCLA property offer very limited options for a new secondary access point. Wilshire Boulevard serves as a critical regional connector, and is designated as a Major Class II Highway. In addition, the near-term installation (end-of-year 2014) of the Wilshire BRT project will further restrict ingress and egress connections along Wilshire Boulevard.

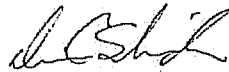
As with other high-density developments along Wilshire Boulevard, access directly to and from Wilshire Boulevard is extremely limited or not feasible from the City's perspective. Thus, it is unlikely that LADOT would permit any future access to and from Wilshire Boulevard for the UCLA property. Additionally, the likelihood of obtaining a signalized ingress/egress point along Veteran Avenue between Wilshire Boulevard and Kinross Avenue for future development of the UCLA property would also be a highly unlikely scenario. At best, a secondary access on Veteran Avenue would be restricted to a right-in/right-out configuration without traffic signal controls. Without the Gayley/Lindbrook Avenue signalized intersection as a secondary access for future development of the UCLA property, traffic destined for this site to and from the east would be circulated exclusively through only one driveway on Kinross Avenue for the seven-acre site. The existing north-south alley along the east edge of the UCLA property is shared by adjacent land uses along Gayley Avenue as a service access for deliveries and other support uses, and thus would not be an adequate secondary access for the UCLA property.

As configured, the signalized Gayley/Lindbrook Avenue intersection is an ideal secondary access that would be crucial to the viability of future development of the UCLA property. This access would serve the UCLA property in the most efficient manner possible with the least amount of disruptions to the LADOT traffic signal synchronization operations on the surrounding streets, and is considered as the most optimal location for future development at this location. As demonstrated in the EIR, the Wilshire Gayley Project would be feasible without the

vacation of the Alley. The EIR's finding that access to the Project site would be adequate expressly assumed the continued public use of the Alley.

The above and the appended documents conclude our peer review and updated analysis. If you have questions regarding any portion of this memorandum, please do not hesitate to give me a call.

Sincerely,



Diana Skidmore  
Managing Director

DCS:d  
C20904  
JB39077  
Appendices



**APPENDIX A**

**OPTION 2 PROJECT TRIP GENERATION TABLE**

**TABLE 5B  
PROJECT TRIP GENERATION ESTIMATES - OPTION 2**

**Trip Rates**

Land Use	ITE Code	Units	Weekday						
			Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				ITE Trip Rates			West LA TIMP Trip Rates		
				In	Out	Total	In	Out	Total
Luxury Condominium	233	per Dwelling Unit	4.18	23%	77%	0.56	63%	37%	0.55
Specialty Retail	814	per ksf	44.32	61%	39%	1.03	44%	56%	5.00
Video Rental Store	896	per ksf	42.94	N/A	N/A	N/A	46%	54%	9.60
Quality Restaurant	931	per ksf	89.95	82%	18%	0.81	67%	33%	7.39
Gas/Service Station	944	per Pump	168.56	50%	50%	12.07	50%	50%	15.18

**Project Trip Generation**

Land Use	ITE Code	Size	Weekday						
			Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<b>Proposed Land Use</b>									
Condominium	233	144 Dwelling Unit	602	19	62	81	50	29	79
Specialty Retail	814	6.510 ksf <i>Less 10% pass-by trip credit</i>	289 (29)	4 0	3 0	7 0	15 (2)	18 (2)	33 (4)
Quality Restaurant	931	9.975 ksf <i>Less 15% internal capture</i> <i>Less 10% pass-by trip credit</i>	897 (135) (76)	7 (1) (1)	1 0 0	8 (1) (1)	50 (8) (4)	24 (4) (2)	74 (12) (6)
		Subtotal	1,548	28	66	94	101	63	164
<b>Existing Land Use</b>									
Video Store	896	7.265 ksf <i>Less 30% pass-by trip credit</i>	312 (94)	N/A N/A	N/A N/A	N/A N/A	32 (10)	38 (11)	70 (21)
Gas Station	944	8 Pumps <i>Less 50% pass-by trip credit</i>	1,348 (674)	48 (24)	49 (25)	97 (49)	60 (30)	61 (31)	121 (61)
		Subtotal	892	24	24	48	52	57	109
<b>Net Incremental Trips</b>			<b>656</b>	<b>4</b>	<b>42</b>	<b>46</b>	<b>49</b>	<b>6</b>	<b>55</b>

PM peak hour trip generation rates used from *West Los Angeles Transportation Improvement and Mitigation Specific Plan*, Updated June, 2003.  
All other trip generation estimates prepared using *Trip Generation, 7th Edition*, Institute of Transportation Engineers, 2003.

**APPENDIX B**

**STUDY INTERSECTION TRAFFIC VOLUME COUNT WORKSHEETS AND  
EXISTING (2008) PEAK-HOUR TRAFFIC VOLUME (ADJUSTED) FIGURES**

# WILTEC

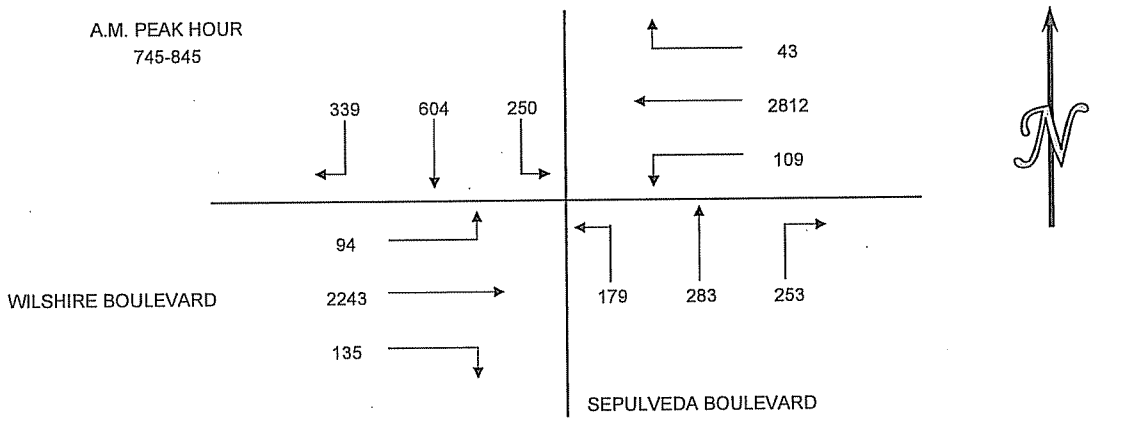
Phone: (626) 564-1944 Fax: (626) 564-0969

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: WESTWOOD COUNTS  
 DATE: TUESDAY APRIL 8, 2008  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S SEPULVEDA BOULEVARD  
 E/W WILSHIRE BOULEVARD  
 CITY: WEST LOS ANGELES

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	87	103	36	22	517	10	38	43	18	34	478	9	1395
715-730	78	133	55	18	690	15	59	52	34	38	518	10	1700
730-745	101	120	55	22	654	28	47	48	43	35	555	8	1716
745-800	83	161	73	10	730	31	59	78	59	36	620	27	1967
800-815	83	135	55	16	655	22	58	62	45	30	555	47	1763
815-830	87	157	55	9	694	29	66	68	27	40	567	14	1813
830-845	86	151	67	8	733	27	70	75	48	29	501	6	1801
845-900	77	159	70	9	690	36	77	71	50	26	545	4	1814
900-915	54	174	53	18	754	37	99	69	29	37	532	11	1867
915-930	70	170	69	10	639	28	91	68	41	37	509	7	1739
930-945	84	131	50	17	684	29	78	75	31	28	494	11	1712
945-1000	67	130	53	6	674	36	73	68	35	27	489	17	1675

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	349	517	219	72	2591	84	203	221	154	143	2171	54	6778
715-815	345	549	238	66	2729	96	223	240	181	139	2248	92	7146
730-830	354	573	238	57	2733	110	230	256	174	141	2297	96	7259
745-845	339	604	250	43	2812	109	253	283	179	135	2243	94	7344
800-900	333	602	247	42	2772	114	271	276	170	125	2168	71	7191
815-815	304	641	245	44	2871	129	312	283	154	132	2145	35	7295
830-930	287	654	259	45	2816	128	337	283	168	129	2087	28	7221
845-945	285	634	242	54	2767	130	345	283	151	128	2080	33	7132
900-1000	275	605	225	51	2751	130	341	280	136	129	2024	46	6993



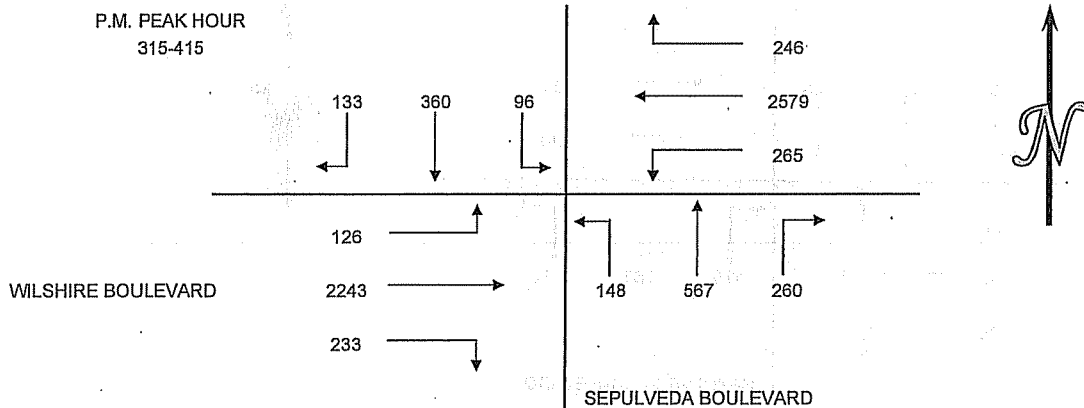
# WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: WESTWOOD COUNTS  
 DATE: TUESDAY APRIL 8, 2008  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S SEPULVEDA BOULEVARD  
 E/W WILSHIRE BOULEVARD  
 CITY: WEST LOS ANGELES

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	31	109	25	50	609	57	54	92	52	57	575	34	1745
315-330	36	108	23	48	656	63	67	125	32	55	606	31	1850
330-345	41	89	22	68	674	73	60	122	44	69	577	32	1871
345-400	31	81	26	65	614	65	73	158	38	49	526	30	1756
400-415	25	82	25	65	635	64	60	162	34	60	534	33	1779
415-430	26	95	24	46	653	69	74	153	33	45	492	25	1735
430-445	24	80	19	48	634	78	81	151	38	33	447	30	1663
445-500	42	79	27	66	666	72	89	158	33	25	464	26	1747
500-515	20	84	22	57	645	83	66	139	23	38	499	28	1704
515-530	30	93	26	54	642	101	65	157	39	28	522	29	1786
530-545	35	93	20	58	686	118	64	158	43	29	509	26	1839
545-600	30	95	24	76	723	79	79	167	47	24	507	30	1881
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	139	387	96	231	2553	258	254	497	166	230	2284	127	7222
315-415	133	360	96	246	2579	265	260	567	148	233	2243	126	7256
330-430	123	347	97	244	2576	271	267	595	149	223	2129	120	7141
345-445	106	338	94	224	2536	276	288	624	143	187	1999	118	6933
400-500	117	336	95	225	2588	283	304	624	138	163	1937	114	6924
415-515	112	338	92	217	2598	302	310	601	127	141	1902	109	6849
430-530	116	336	94	225	2587	334	301	605	133	124	1932	113	6900
445-545	127	349	95	235	2639	374	284	612	138	120	1994	109	7076
500-600	115	365	92	245	2696	381	274	621	152	119	2037	113	7210



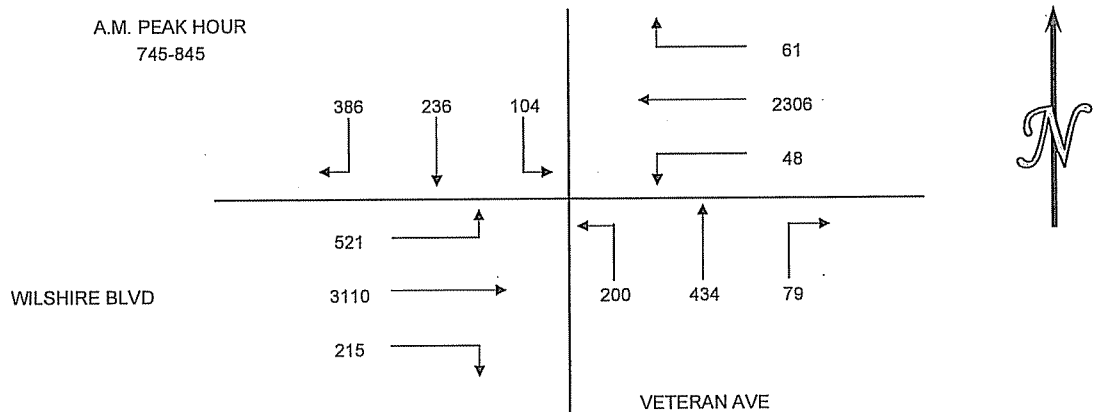
# WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: WESTWOOD TRAFFIC COUNTS  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S VETERAN AVENUE  
 E/W WILSHIRE BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	95	28	24	6	474	11	10	56	41	41	583	102	1471
715-730	94	34	23	15	515	15	11	74	48	55	699	112	1695
730-745	100	44	18	19	586	16	26	95	38	55	710	137	1844
745-800	108	58	31	18	594	14	32	107	44	46	783	147	1982
800-815	93	53	29	14	564	11	21	109	46	58	797	129	1924
815-830	94	66	20	15	549	10	16	118	55	57	749	110	1859
830-845	91	59	24	14	599	13	10	100	55	54	781	135	1935
845-900	95	92	44	11	478	24	39	125	45	55	764	100	1872
900-915	82	97	33	8	480	17	42	93	45	42	753	109	1801
915-930	93	89	39	17	484	28	21	85	32	46	733	109	1776
930-945	78	65	37	10	525	18	32	99	44	66	727	103	1804
945-1000	88	65	39	12	492	25	18	96	52	59	722	110	1778
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	397	164	96	58	2169	56	79	332	171	197	2775	498	6992
715-815	395	189	101	66	2259	56	90	385	176	214	2989	525	7445
730-830	395	221	98	66	2293	51	95	429	183	216	3039	523	7609
745-845	386	236	104	61	2306	48	79	434	200	215	3110	521	7700
800-900	373	270	117	54	2190	58	86	452	201	224	3091	474	7590
815-815	362	314	121	48	2106	64	107	436	200	208	3047	454	7467
830-930	361	337	140	50	2041	82	112	403	177	197	3031	453	7384
845-945	348	343	153	46	1967	87	134	402	166	209	2977	421	7253
900-1000	341	316	148	47	1981	88	113	373	173	213	2935	431	7159



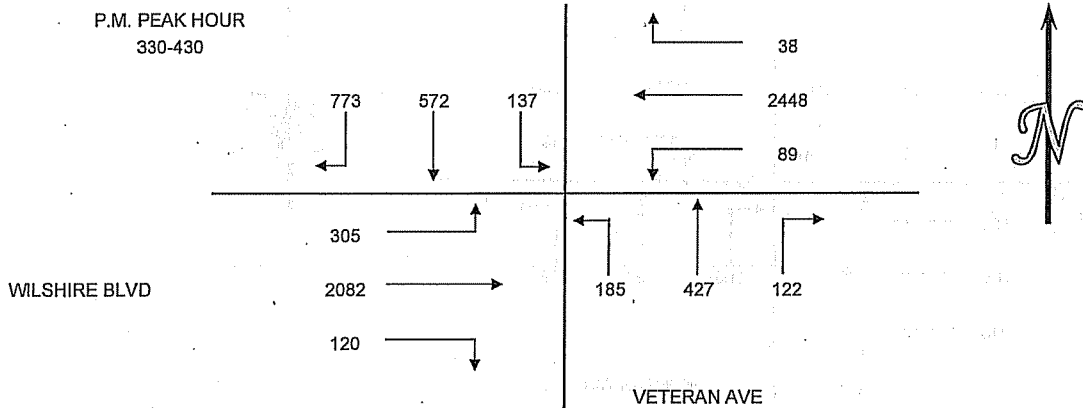
# WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: WESTWOOD TRAFFIC COUNTS  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S VETERAN AVENUE  
 E/W WILSHIRE BOULEVARD

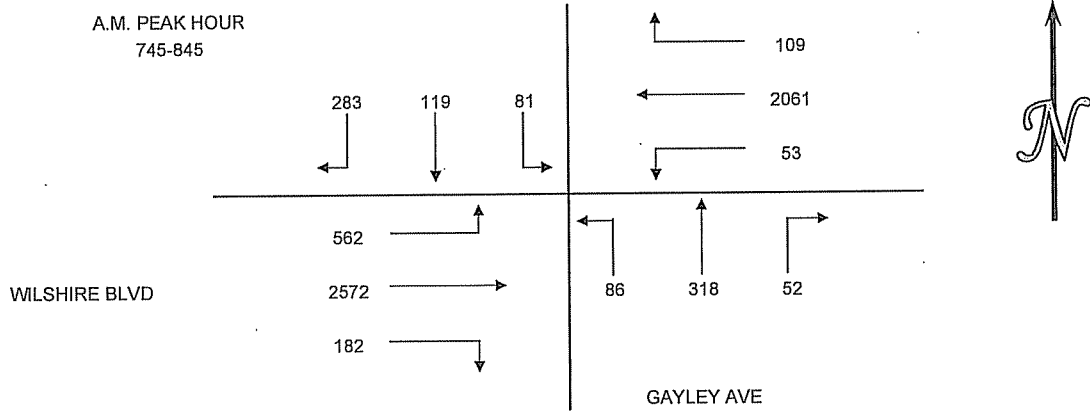
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	154	83	26	13	588	15	35	80	52	28	526	69	1669
315-330	171	116	39	10	618	20	25	84	51	39	500	69	1742
330-345	182	129	31	11	624	28	35	101	49	33	523	62	1808
345-400	206	141	47	8	587	13	24	99	47	29	528	69	1798
400-415	192	151	35	8	623	22	31	124	47	32	529	82	1876
415-430	193	151	24	11	614	26	32	103	42	26	502	92	1816
430-445	182	107	12	12	606	20	29	111	57	33	470	69	1708
445-500	195	154	36	10	512	14	31	103	35	28	456	81	1655
500-515	205	173	33	7	535	39	35	103	50	24	437	78	1719
515-530	201	167	32	6	588	29	74	137	52	20	406	75	1787
530-545	195	152	18	11	599	11	17	146	43	23	400	66	1681
545-600	209	156	27	10	551	15	13	130	46	23	426	80	1686
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	713	469	143	42	2417	76	119	364	199	129	2077	269	7017
315-415	751	537	152	37	2452	83	115	408	194	133	2080	282	7224
330-430	773	572	137	38	2448	89	122	427	185	120	2082	305	7298
345-445	773	550	118	39	2430	81	116	437	193	120	2029	312	7198
400-500	762	563	107	41	2355	82	123	441	181	119	1957	324	7055
415-515	775	585	105	40	2267	99	127	420	184	111	1865	320	6898
430-530	783	601	113	35	2241	102	169	454	194	105	1769	303	6869
445-545	796	646	119	34	2234	93	157	489	180	95	1699	300	6842
500-600	810	648	110	34	2273	94	139	516	191	90	1669	299	6873



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: WESTWOOD TRAFFIC COUNTS  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S GAYLEY AVENUE  
 E/W WILSHIRE BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	62	10	7	19	440	12	6	40	7	22	457	100	1182
715-730	65	15	15	22	473	7	8	57	8	33	513	136	1352
730-745	80	14	12	25	528	13	5	60	18	38	566	130	1489
745-800	76	28	27	24	530	11	10	86	26	44	742	142	1746
800-815	76	28	17	31	500	11	14	81	17	53	608	137	1573
815-830	72	30	21	24	543	9	13	75	29	43	531	124	1514
830-845	59	33	16	30	488	22	15	76	14	42	691	159	1645
845-900	82	52	25	33	430	21	12	86	21	58	630	121	1571
900-915	71	38	12	34	424	15	7	50	20	54	639	106	1470
915-930	70	25	17	34	439	9	8	65	16	37	570	125	1415
930-945	76	31	21	37	431	5	14	53	19	43	633	155	1518
945-1000	84	34	31	64	408	7	6	68	23	52	588	104	1469
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	283	67	61	90	1971	43	29	243	59	137	2278	508	5769
715-815	297	85	71	102	2031	42	37	284	69	168	2429	545	6160
730-830	304	100	77	104	2101	44	42	302	90	178	2447	533	6322
745-845	283	119	81	109	2061	53	52	318	86	182	2572	562	6478
800-900	289	143	79	118	1961	63	54	318	81	196	2460	541	6303
815-815	284	153	74	121	1885	67	47	287	84	197	2491	510	6200
830-930	282	148	70	131	1781	67	42	277	71	191	2530	511	6101
845-945	299	146	75	138	1724	50	41	254	76	192	2472	507	5974
900-1000	301	128	81	169	1702	36	35	236	78	186	2430	490	5872





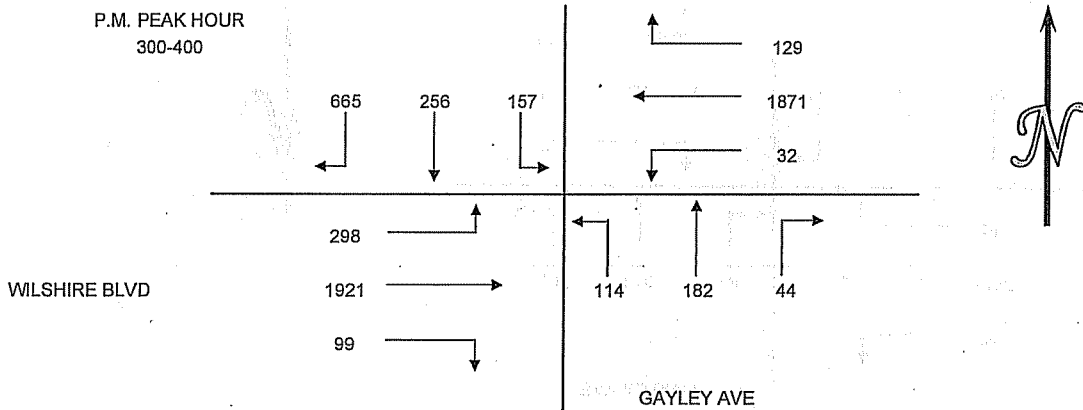
# WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: WESTWOOD TRAFFIC COUNTS  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S GAYLEY AVENUE  
 E/W WILSHIRE BOULEVARD

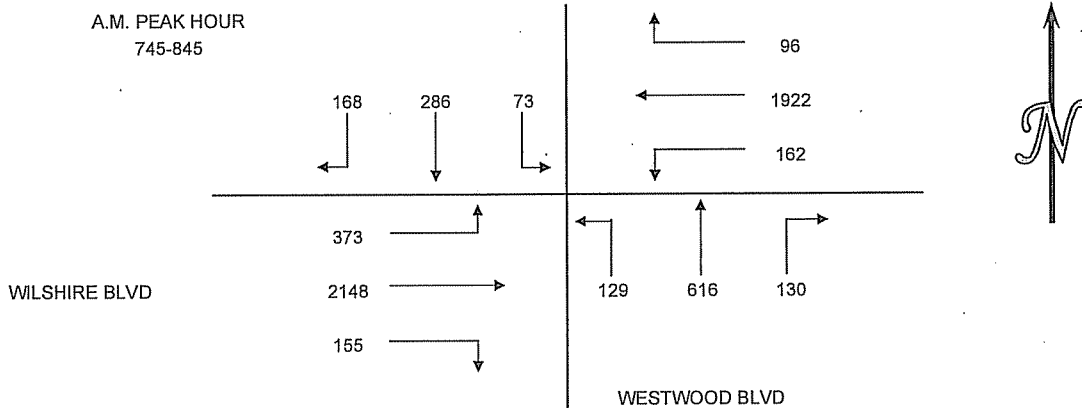
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	193	73	45	44	515	7	6	40	23	22	498	74	1540
315-330	165	49	41	33	469	11	14	49	25	35	505	78	1474
330-345	137	63	36	32	459	4	13	52	26	16	460	77	1375
345-400	170	71	35	20	428	10	11	41	40	26	458	69	1379
400-415	188	86	34	23	456	4	16	46	39	18	494	90	1494
415-430	168	67	21	20	426	2	13	47	35	33	440	87	1359
430-445	176	76	40	14	395	11	8	43	22	26	385	87	1283
445-500	173	61	32	27	402	3	12	39	48	17	433	79	1326
500-515	165	78	34	12	375	3	19	68	43	18	405	59	1279
515-530	190	94	31	5	360	2	18	67	20	19	374	71	1251
530-545	216	93	17	18	331	5	19	52	64	19	303	56	1193
545-600	230	87	37	13	339	1	30	71	51	14	381	93	1347
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	665	256	157	129	1871	32	44	182	114	99	1921	298	5768
315-415	660	269	146	108	1812	29	54	188	130	95	1917	314	5722
330-430	663	287	126	95	1769	20	53	186	140	93	1852	323	5607
345-445	702	300	130	77	1705	27	48	177	136	103	1777	333	5515
400-500	705	290	127	84	1679	20	49	175	144	94	1752	343	5462
415-515	682	282	127	73	1598	19	52	197	148	94	1663	312	5247
430-530	704	309	137	58	1532	19	57	217	133	80	1597	296	5139
445-545	744	326	114	62	1468	13	68	226	175	73	1515	265	5049
500-600	801	352	119	48	1405	11	86	258	178	70	1463	279	5070



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: WESTWOOD TRAFFIC COUNTS  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S WESTWOOD BOULEVARD  
 E/W WILSHIRE BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	39	35	10	12	420	14	27	112	24	24	328	83	1128
715-730	38	41	13	22	440	23	26	124	24	26	495	92	1364
730-745	45	68	17	21	485	24	34	137	31	41	468	75	1446
745-800	40	65	18	26	476	39	31	150	44	44	549	98	1580
800-815	32	78	23	24	472	34	42	168	32	42	553	92	1592
815-830	38	77	13	22	507	37	27	122	27	28	522	87	1507
830-845	58	66	19	24	467	52	30	176	26	41	524	96	1579
845-900	49	81	25	21	414	61	48	196	20	27	488	77	1507
900-915	48	71	29	20	347	40	31	157	38	59	512	102	1454
915-930	44	72	17	26	419	56	44	151	24	76	483	67	1479
930-945	42	82	24	12	418	41	29	154	38	31	506	90	1467
945-1000	68	66	30	33	393	49	43	162	33	65	501	99	1542
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	162	209	58	81	1821	100	118	523	123	135	1840	348	5518
715-815	155	252	71	93	1873	120	133	579	131	153	2065	357	5982
730-830	155	288	71	93	1940	134	134	577	134	155	2092	352	6125
745-845	168	286	73	96	1922	162	130	616	129	155	2148	373	6258
800-900	177	302	80	91	1860	184	147	662	105	138	2087	352	6185
815-815	193	295	86	87	1735	190	136	651	111	155	2046	362	6047
830-930	199	290	90	91	1647	209	153	680	108	203	2007	342	6019
845-945	183	306	95	79	1598	198	152	658	120	193	1989	336	5907
900-1000	202	291	100	91	1577	186	147	624	133	231	2002	358	5942



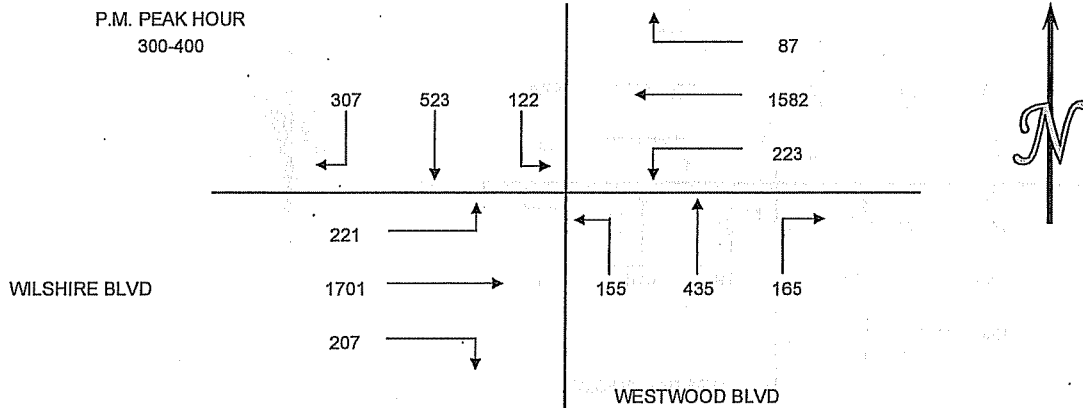
# WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: WESTWOOD TRAFFIC COUNTS  
 DATE: WEDNESDAY NOVEMBER 14, 2007  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S WESTWOOD BOULEVARD  
 E/W WILSHIRE BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	99	129	32	26	430	55	50	105	40	68	426	50	1510
315-330	78	127	29	22	393	38	35	113	48	52	478	69	1482
330-345	72	134	33	25	388	88	39	104	31	50	449	50	1463
345-400	58	133	28	14	371	42	41	113	36	37	348	52	1273
400-415	55	115	32	29	370	45	35	130	31	65	389	45	1341
415-430	49	141	33	14	344	21	31	100	29	49	413	38	1262
430-445	52	119	31	11	339	43	52	109	32	52	423	32	1295
445-500	48	117	23	10	333	26	45	134	31	40	373	26	1206
500-515	45	130	21	7	366	25	44	164	26	43	331	24	1226
515-530	35	104	14	11	321	31	50	127	18	47	386	47	1191
530-545	26	142	19	5	270	25	59	157	23	27	349	27	1129
545-600	25	110	21	5	264	21	31	161	34	42	339	35	1088
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	307	523	122	87	1582	223	165	435	155	207	1701	221	5728
315-415	263	509	122	90	1522	213	150	460	146	204	1664	216	5559
330-430	234	523	126	82	1473	196	146	447	127	201	1599	185	5339
345-445	214	508	124	68	1424	151	159	452	128	203	1573	167	5171
400-500	204	492	119	64	1386	135	163	473	123	206	1598	141	5104
415-515	194	507	108	42	1382	115	172	507	118	184	1540	120	4989
430-530	180	470	89	39	1359	125	191	534	107	182	1513	129	4918
445-545	154	493	77	33	1290	107	198	582	98	157	1439	124	4752
500-600	131	486	75	28	1221	102	184	609	101	159	1405	133	4634



# WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

## 5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: WESTWOOD COUNTS  
 DATE: TUESDAY APRIL 8, 2008  
 PERIOD: 7:00 A.M. TO 10:00 A.M.  
 INTERSECTION: N/S GLENDON AVENUE/TIVERTON AVENUE  
 E/W LINDBROOK DRIVE  
 CITY: WEST LOS ANGELES

15 MIN COUNTS																	
PERIOD	SB GLENDON AVE				WB LINDBROOK DR				NB GLENDON AVENUE				EB LINDBROOK DR				TOTALS
	SBR	SBT	SBL	SBL(T)	WBR(T)	WBR	WBT	WBL	NBR	NBR(T)	NBT	NBL	EBR	EBT	EBL(T)	EBL	
700-715	1	4	3	0	3	7	28	21	36	17	39	11	3	30	6	11	220
715-730	6	8	3	1	1	7	37	19	45	19	38	10	5	44	5	4	252
730-745	9	9	6	0	0	7	40	30	73	20	40	10	3	68	9	4	328
745-800	6	7	4	0	4	3	47	34	86	39	54	13	5	83	7	5	397
800-815	5	13	11	1	4	1	47	35	77	24	70	19	15	71	3	6	402
815-830	9	12	7	0	2	12	49	49	75	24	56	12	6	46	5	8	372
830-845	5	16	8	2	2	19	43	39	66	10	54	12	4	67	6	2	355
845-900	6	10	12	0	2	19	41	39	55	18	46	12	12	63	7	12	354
900-915	8	13	6	1	2	14	55	55	78	18	57	13	8	80	8	7	423
915-930	16	18	8	3	3	13	46	47	78	14	81	18	8	71	8	13	445
930-945	10	19	8	3	4	13	46	43	53	22	51	7	6	47	13	10	355
945-1000	3	12	9	2	3	18	47	48	57	26	46	14	13	61	9	12	380
HOURLY TOTALS																	
PERIOD	SB GLENDON AVE				WB LINDBROOK DR				NB GLENDON AVENUE				EB LINDBROOK DR				TOTALS
	SBR	SBT	SBL	SBL(T)	WBR(T)	WBR	WBT	WBL	NBR	NBR(T)	NBT	NBL	EBR	EBT	EBL(T)	EBL	
700-800	22	28	16	1	8	24	152	104	240	95	171	44	16	225	27	24	1197
715-815	26	37	24	2	9	18	171	118	281	102	202	52	28	266	24	19	1379
730-830	29	41	28	1	10	23	183	148	311	107	220	54	29	268	24	23	1499
745-845	25	48	30	3	12	35	166	157	304	97	234	56	30	267	21	21	1526
800-900	25	51	38	3	10	51	180	162	273	76	226	55	37	247	21	28	1483
815-815	28	51	33	3	8	64	188	182	274	70	213	49	30	256	26	29	1504
830-930	35	57	34	6	9	65	185	180	277	60	238	55	32	281	29	34	1577
845-945	40	60	34	7	11	59	188	184	264	72	235	50	34	261	36	42	1577
900-1000	37	62	31	9	12	58	194	193	266	80	235	52	35	259	38	42	1603

(T) - Traffic entering Tiverton Avenue (one-way Northbound)

# WILTEC

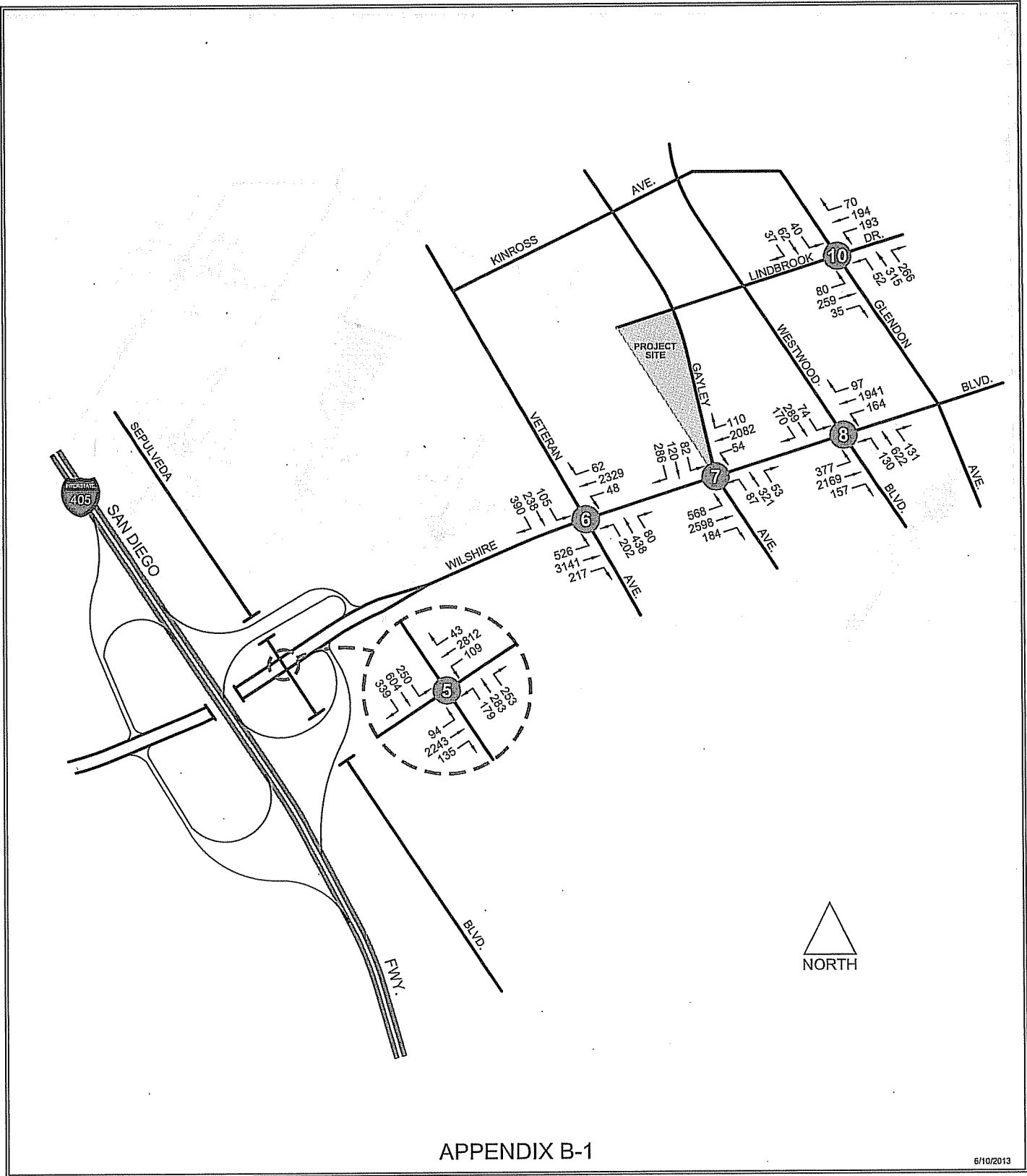
Phone: (925) 706-9911 Fax: (925) 706-9914

## 5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: WESTWOOD COUNTS  
 DATE: TUESDAY APRIL 8, 2008  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S GLENDON AVENUE/TIVERTON AVENUE  
 E/W LINDBROOK DRIVE  
 CITY: WEST LOS ANGELES

15 MIN COUNTS																	
	SB GLENDON AVE				WB LINDBROOK DR				NB GLENDON AVENUE				EB LINDBROOK DR				
PERIOD	SBR	SBT	SBL	SBL(T)	WBR(T)	WBR	WBT	WBL	NBR	NBR(T)	NBT	NBL	EBR	EBT	EBL(T)	EBL	TOTALS
300-315	9	47	15	2	1	10	81	67	27	7	32	4	14	45	3	5	369
315-330	7	40	13	2	4	8	62	89	36	12	25	5	12	39	6	7	367
330-345	6	47	14	0	7	2	57	58	37	20	33	10	10	47	8	6	362
345-400	10	27	12	3	9	6	58	64	41	16	23	5	8	52	4	9	347
400-415	12	32	8	3	5	5	77	81	35	11	27	6	10	43	2	5	362
415-430	6	35	13	3	6	8	67	73	30	12	35	12	11	43	4	5	363
430-445	18	42	10	1	7	10	67	78	34	15	32	7	6	45	5	6	383
445-500	14	40	16	2	3	4	79	79	28	18	33	6	9	59	3	5	398
500-515	16	49	23	4	5	4	85	101	51	15	38	9	19	66	7	9	501
515-530	11	58	29	2	5	8	103	95	46	17	41	23	14	72	4	12	540
530-545	12	51	25	2	6	11	76	82	49	15	35	7	13	57	2	2	445
545-600	22	38	16	2	14	8	93	92	54	14	43	19	5	59	5	18	502
HOURLY TOTALS																	
	SB GLENDON AVE				WB LINDBROOK DR				NB GLENDON AVENUE				EB LINDBROOK DR				
PERIOD	SBR	SBT	SBL	SBL(T)	WBR(T)	WBR	WBT	WBL	NBR	NBR(T)	NBT	NBL	EBR	EBT	EBL(T)	EBL	TOTALS
300-400	32	161	54	7	21	26	258	278	141	55	113	24	44	183	21	27	1445
415-515	35	146	47	8	25	21	254	292	149	59	108	26	40	181	20	27	1438
330-430	34	141	47	9	27	21	259	276	143	59	118	33	39	185	18	25	1434
345-445	46	136	43	10	27	29	269	296	140	54	117	30	35	183	15	25	1455
400-500	50	149	47	9	21	27	290	311	127	56	127	31	36	190	14	21	1506
415-515	54	166	62	10	21	26	298	331	143	60	138	34	45	213	19	25	1645
430-530	59	189	78	9	20	26	334	353	159	65	144	45	48	242	19	32	1822
445-545	53	198	93	10	19	27	343	357	174	65	147	45	55	254	16	28	1884
500-600	61	196	93	10	30	31	357	370	200	61	157	58	51	254	18	41	1988

(T) - Traffic entering Tiverton Avenue (one-way Northbound)



APPENDIX B-1



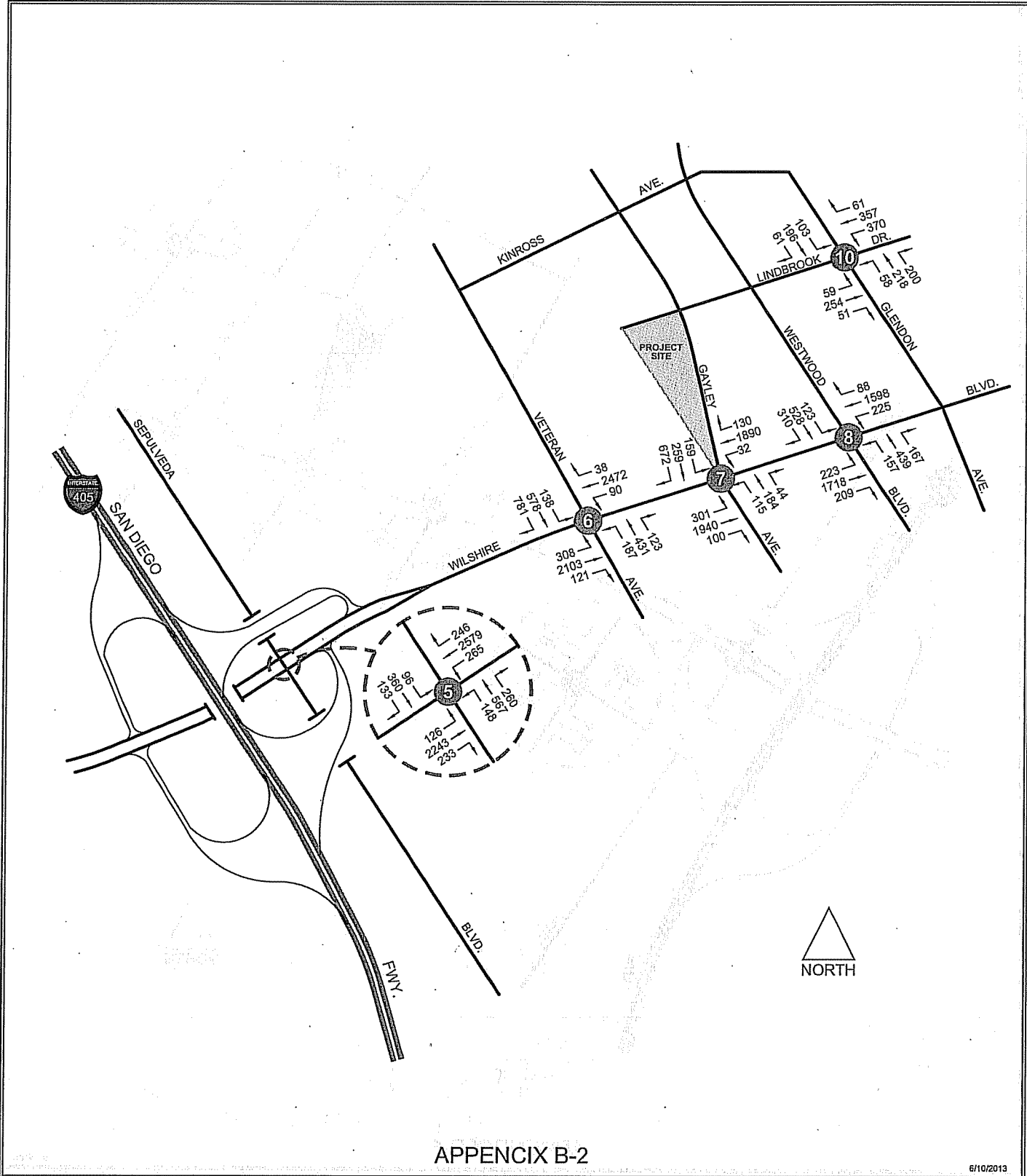
6/10/2013

UCLA Lot 36 Alley Access\AM2008\_ADJUSTED

EXISTING (2008) TRAFFIC VOLUMES (ADJUSTED)  
AM PEAK HOUR



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APPENCIX B-2

6/10/2013

UCLA Lot 36 Alley Access/PM2008\_ADJUSTED

EXISTING (2008) TRAFFIC VOLUMES (ADJUSTED)  
PM PEAK HOUR

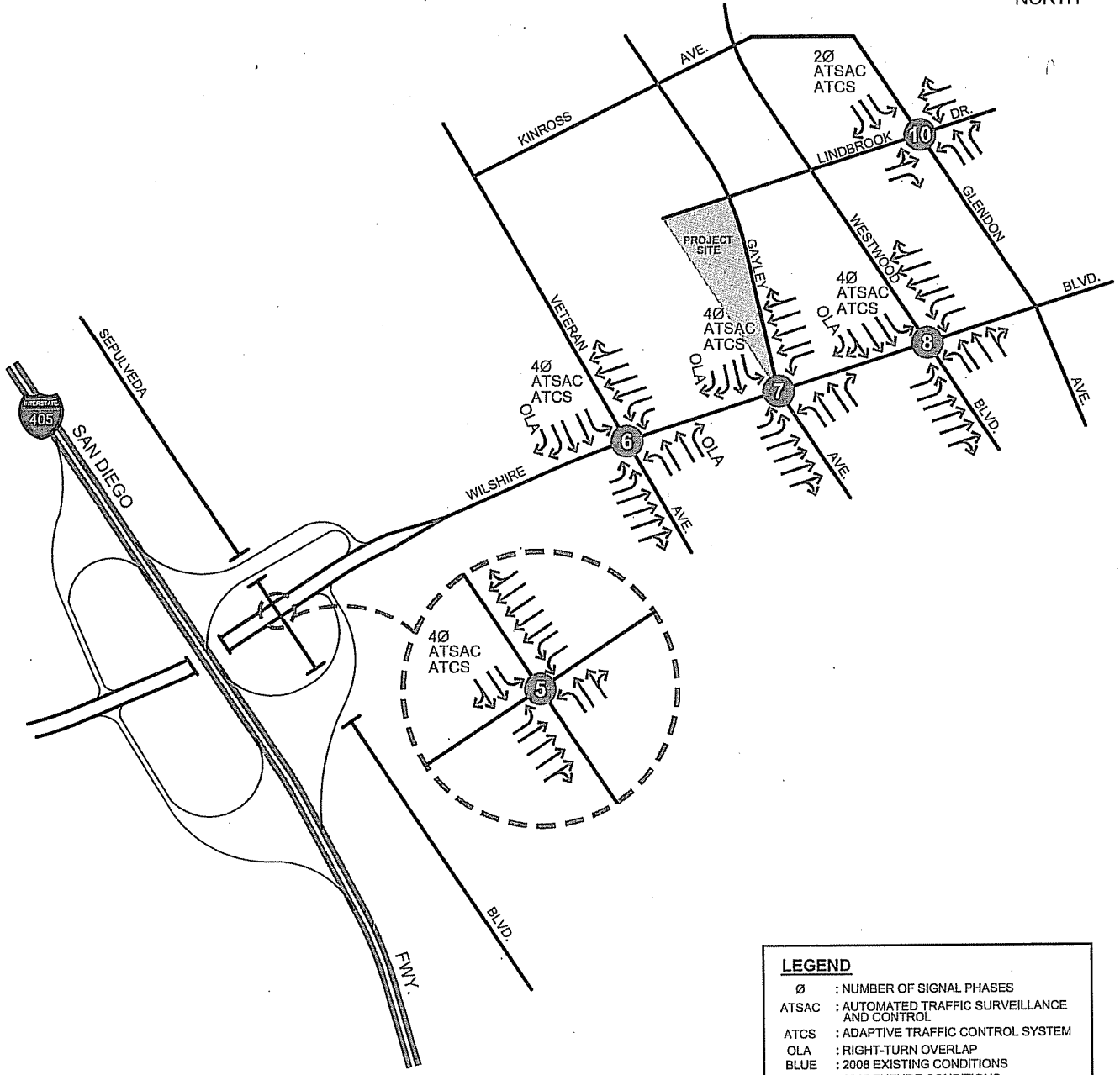


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**APPENDIX C**

**STUDY INTERSECTION LANE CONFIGURATIONS  
AND TRAFFIC SIGNAL OPERATING CONDITIONS**





LEGEND	
∅	: NUMBER OF SIGNAL PHASES
ATSAC	: AUTOMATED TRAFFIC SURVEILLANCE AND CONTROL
ATCS	: ADAPTIVE TRAFFIC CONTROL SYSTEM
OLA	: RIGHT-TURN OVERLAP
BLUE	: 2008 EXISTING CONDITIONS
RED	: 2015 FUTURE CONDITIONS

APPENDIX C

6/10/2013

FN: UCLA LOT 38 ALLEY ACCESS/LANE CONFIG

STUDY INTERSECTION LANE CONFIGURATIONS AND TRAFFIC SIGNAL OPERATING CONDITIONS

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&  
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**APPENDIX D**

**RELATED PROJECT TRIP GENERATIONS AND MAP  
CUMULATIVE BASE PEAK-HOUR TRAFFIC VOLUME FIGURES  
CUMULATIVE PLUS PROJECT PEAK-HOUR TRAFFIC VOLUME FIGURES**

Appendix D-1

Related Projects - Wilshire Gayley Project Study Area

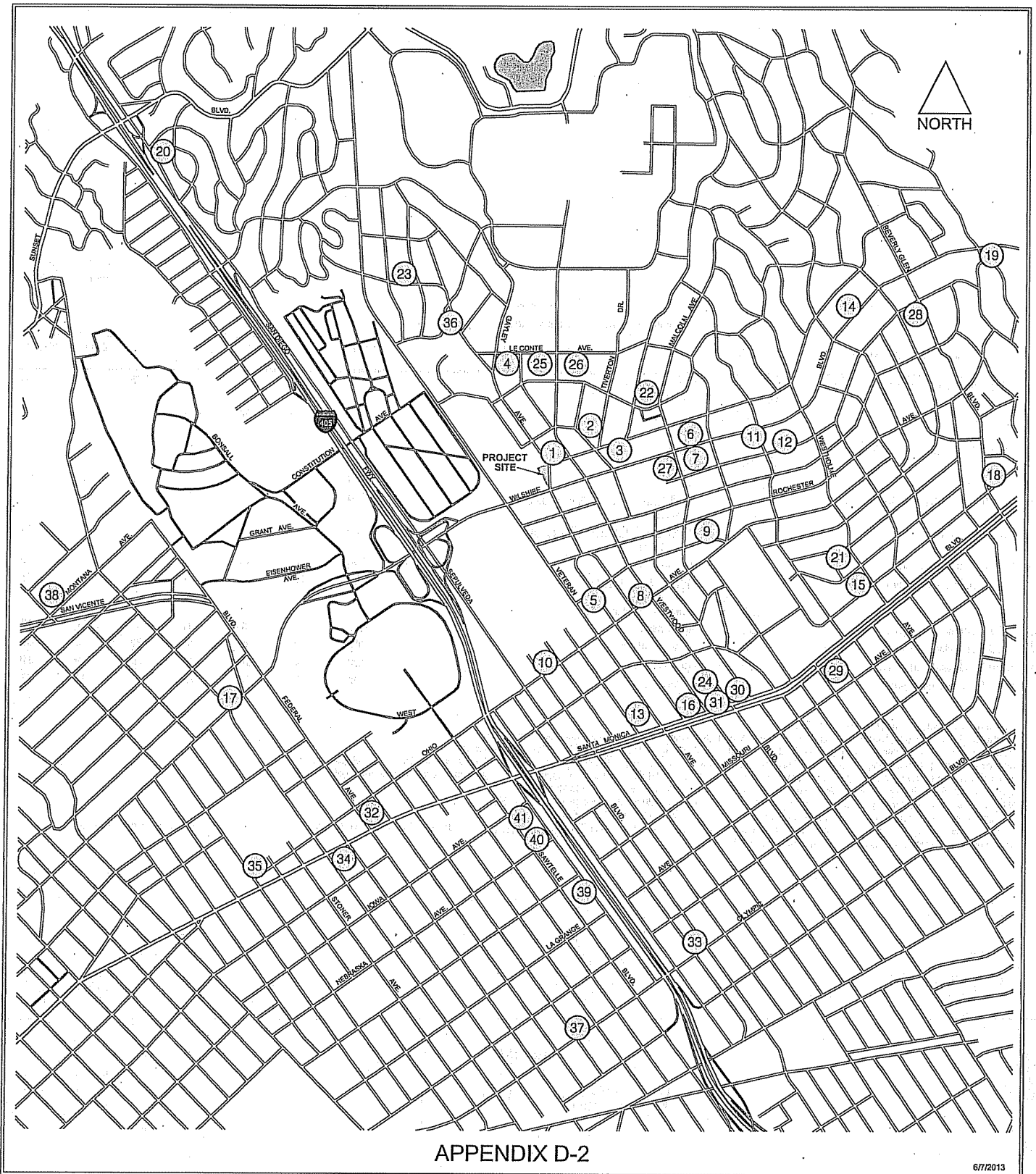
NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
1.	1130 Gayley Avenue <sup>1</sup>	34 du 5,250 sf	Apartment Specialty Retail	459	7	17	24	22	21	43
2.	1120 Glendon Avenue <sup>2</sup>	350 du 50,000 sf	Condominium Commercial	4,198	58	148	206	332	283	615
3.	10844-10852 Lindbrook Drive <sup>3</sup>	19 du (10,000) sf	Apartment Retail	(162)	0	1	1	3	1	4
4.	900 Gayley Avenue <sup>2</sup>	2,750 sf	Convenience Store	1,142	63	40	103	36	46	82
5.	1401 Kelton Avenue <sup>2</sup>	24 du	Condominium	141	2	9	11	9	4	13
6.	10777 Wilshire Boulevard <sup>2</sup>	56 du	Condominium	328	4	21	25	21	10	31
7.	10776 Wilshire Boulevard <sup>2</sup>	87 du	High-Rise Condominium	364	6	24	30	30	18	48
8.	1465 Westwood Boulevard <sup>2</sup>	3,750 sf	Convenience Store	2,767	125	126	251	50	48	98
9.	10765 Wilkins Avenue <sup>2</sup>	8 du	Townhome	47	1	3	4	3	1	4
10.	1424 Bentley Avenue <sup>2</sup>	8 du	Condominium	47	1	3	4	3	1	4
11.	10700 Wilshire Boulevard <sup>2</sup>	64 du	Condominium	375	5	23	28	23	12	35
12.	10647 Ashton Avenue <sup>2</sup>	10 du	Condominium	59	1	3	4	4	2	6
13.	1654 Greenfield Avenue <sup>2</sup>	8 du	Condominium	47	1	3	4	3	1	4
14.	10475 Wilshire Boulevard <sup>2</sup>	172 du	Senior Housing	599	6	8	14	9	5	14
15.	10605 Eastborne Avenue <sup>2</sup>	12 du	Condominium	70	1	4	5	5	2	7
16.	10901 Santa Monica Boulevard <sup>2</sup>	36 du 8,485 sf	Apartment Retail	618	9	18	27	47	25	72
17.	11677 Wilshire Boulevard <sup>2</sup>	64,000 sf	Mixed Use	516	55	55	110	40	39	79
18.	10381 Eastborne Avenue <sup>2</sup>	16 du	Condominium	94	1	6	7	6	3	9
19.	10250 Wilshire Boulevard <sup>2</sup>	35 du	High-Rise Condominium	146	2	10	12	12	7	19
20.	130 Sepulveda Boulevard <sup>2</sup>	59 du	Condominium	346	4	22	26	21	11	32
21.	1614 Hills Avenue <sup>2</sup>	12 du	Condominium	70	1	4	5	5	2	7
22.	964 Hilgard Avenue <sup>2</sup>	12 du	Apartment	81	1	5	6	4	2	6
23.	610 Levering Avenue <sup>2</sup>	18 du	Condominium	105	1	7	8	7	3	10
24.	1767 Westwood Boulevard <sup>3</sup>	111 du 7,000 sf	Apartment Retail	1,154	11	45	56	76	41	117
25.	Le Conte Avenue & Broxton Avenue	1,500 st 40,000 sf 150,000 sf	<u>Le Conte Commercial</u> <sup>3</sup> Theater Retail Office	7,006	307	42	349	121	588	709
26.	10866 Le Conte Avenue	106 st	<u>Geffen Playhouse - Theater Expansion</u> <sup>3</sup> Theater	187	0	0	0	3	4	7
27.	10800 Wilshire Boulevard <sup>3</sup>	85 du	Condominium	559	8	37	45	36	17	53
28.	10400 Ashton Avenue <sup>3</sup>	17,500 sf	Office	241	34	5	39	7	35	42
29.	10700 Santa Monica Boulevard <sup>3</sup>	35,000 sf 9,000 sf	Office Retail	(834)	(89)	(12)	(101)	(4)	(17)	(21)

Appendix D-1

Related Projects - Wilshire Gayley Project Study Area

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
30.	10857 Santa Monica Boulevard <sup>3</sup>	47 du 16,500 sf	Condominium Retail	0	0	0	0	123	61	184
31.	1777 Westwood Boulevard <sup>3</sup>	45 du 9,000 sf	Condominium Retail	(311)	(8)	(37)	(45)	2	1	3
32.	11567 Santa Monica Boulevard <sup>3</sup>	68 du 10,000 sf	Condominium Retail	633	9	45	54	41	20	61
33.	2142 Pontius Avenue <sup>3</sup>	17,600 sf	Office	350	41	6	47	9	41	50
34.	11660 Santa Monica Boulevard	53,000 sf	<u>WLA Vons Supermarket Project</u> <sup>4</sup> Supermarket	1,946	51	32	83	37	36	73
35.	1466 Westgate Avenue	65,000 sf	<u>Westside Family YMCA Project</u> <sup>5</sup> YMCA Facility	1,204	52	33	85	27	46	73
36.	11024 Strathmore Drive <sup>6</sup>	31 du	Apartment	206	3	13	16	10	5	15
37.	11421 Olympic Boulevard	89 du 6,030 sf	<u>Mixed-Use Project</u> <sup>7</sup> Apartment Specialty Retail	682	10	36	46	34	21	55
38.	11771 Montana Avenue <sup>8</sup>	62 du	Apartment	412	6	26	32	20	10	30
39.	1929 Beloit Avenue <sup>3</sup>	63 du	Condominium	369	5	23	28	23	12	35
40.	1730 Sawtelle Boulevard <sup>8</sup>	55 du	Condominium	320	4	20	24	20	10	30
41.	1700 Sawtelle Boulevard <sup>3</sup>	94 du	Condominium	523	7	33	40	45	22	67

Notes:  
 du = Dwelling Units; sf = Square Feet; st = Seats.  
<sup>1</sup> Lindbrook & Gayley Mixed-Use Project Updated Trip Generation technical letter (Crain & Associates, January 28, 2013).  
<sup>2</sup> Related project trip generation provided in the Traffic Study for the Wilshire Gayley Project (Fehr & Peers, March 2009).  
<sup>3</sup> Related project trip generation provided in the Transportation Study for the Century City Center Project (Gibson Transportation Consulting, September 2012).  
<sup>4</sup> Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 850 (Supermarket).  
<sup>5</sup> Traffic Impact Study for the Proposed Westside Family YMCA Facility (Crain & Associates, March 2012).  
<sup>6</sup> Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 220 (Apartment).  
<sup>7</sup> Net trip generation and peak-hour directional distribution of trips provided by the LADOT database.  
<sup>8</sup> Trip Generation based trip rates and directional distributions contained in 9th Edition of the Trip Generation Manual (Institute of Transportation Engineers, 2012) and West Los Angeles Transportation Improvement and Mitigation Specific Plan (adopted March 8, 1997).



6/7/2013

FN: UCLA LOT 36 ALLEY ACCESS/RELPRJ

**WILSHIRE GAYLEY PROJECT  
UPDATED RELATED PROJECTS MAP**

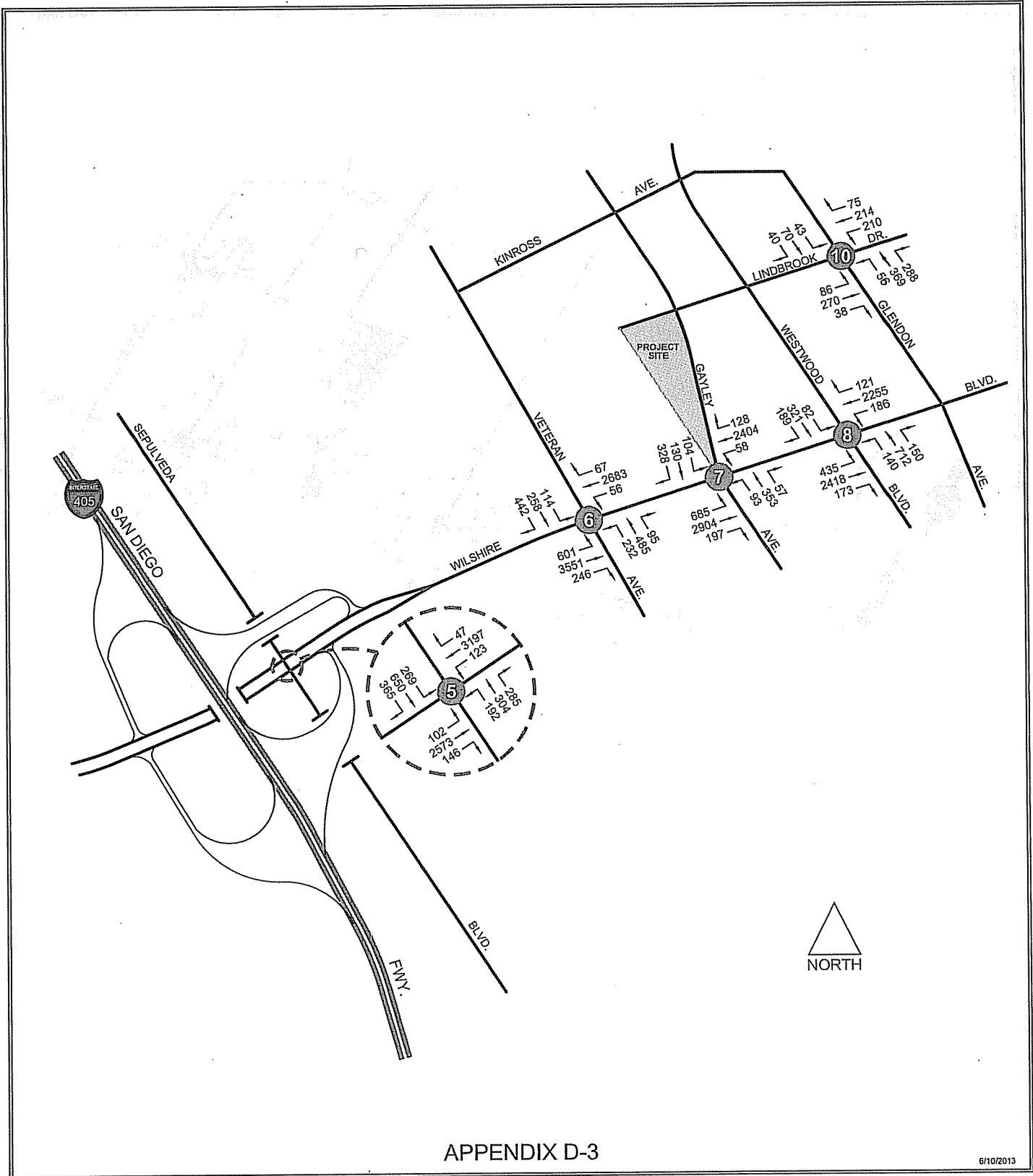


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**ASSOCIATES**

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APPENDIX D-3

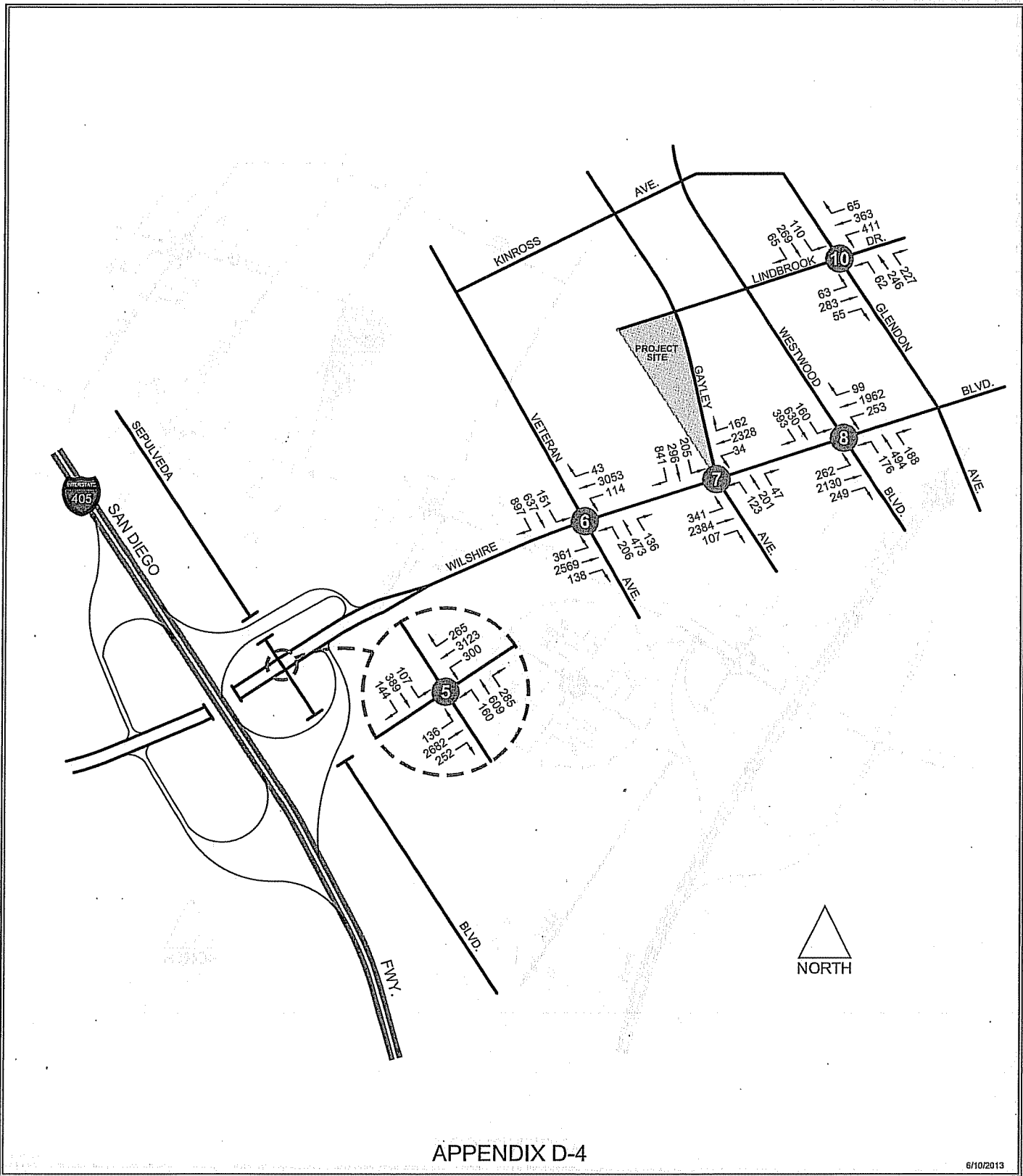
6/10/2013

UCLA Lot 36 Alley Access AM2015WD

CUMULATIVE BASE CONDITION (2015) TRAFFIC VOLUMES  
AM PEAK HOUR

**CA CRAIN**  
&  
**ASSOCIATES**

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UCLA Lot 36 Alley Access/PM2015WO

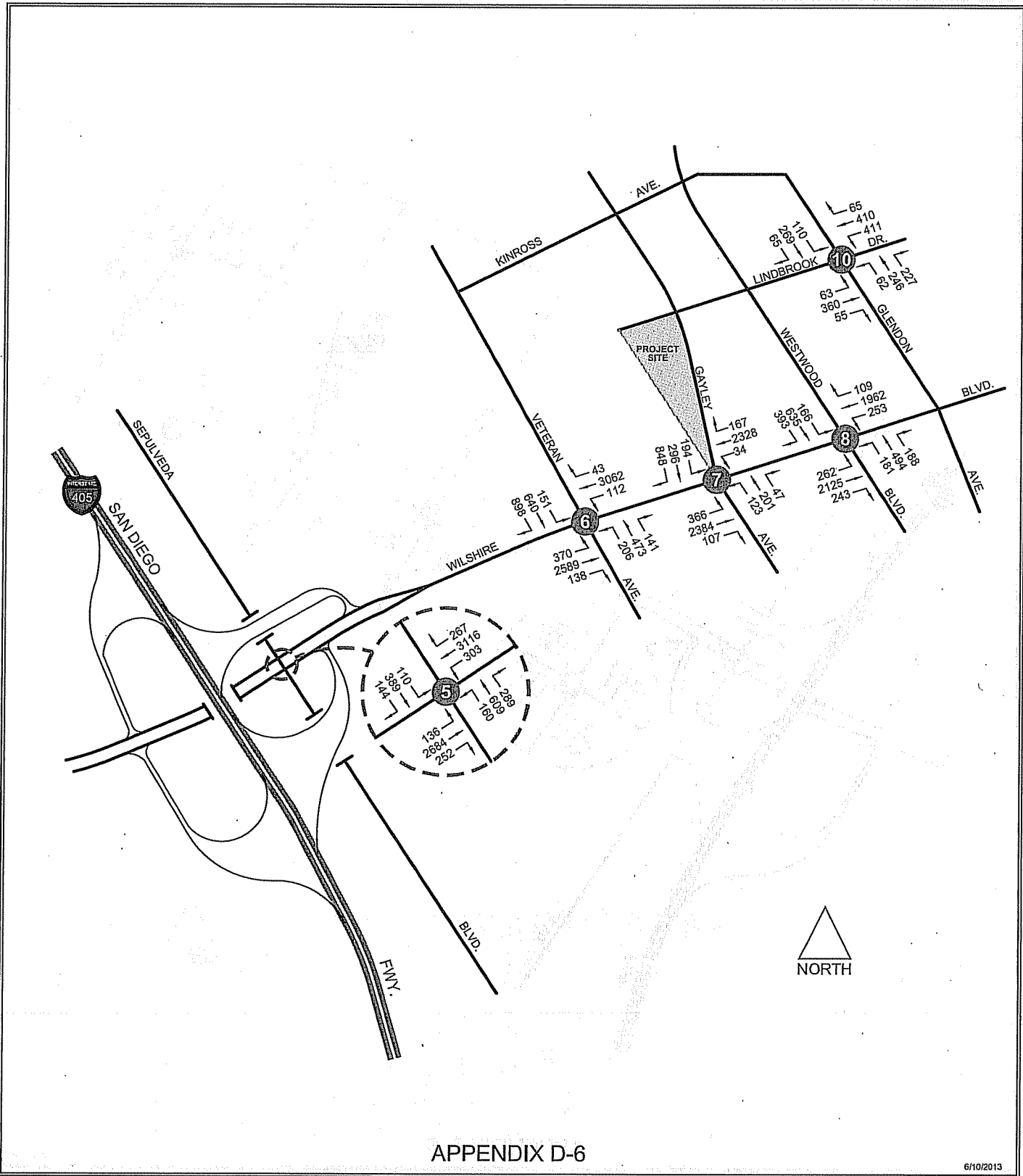
**CUMULATIVE BASE CONDITION (2015) TRAFFIC VOLUMES  
PM PEAK HOUR**

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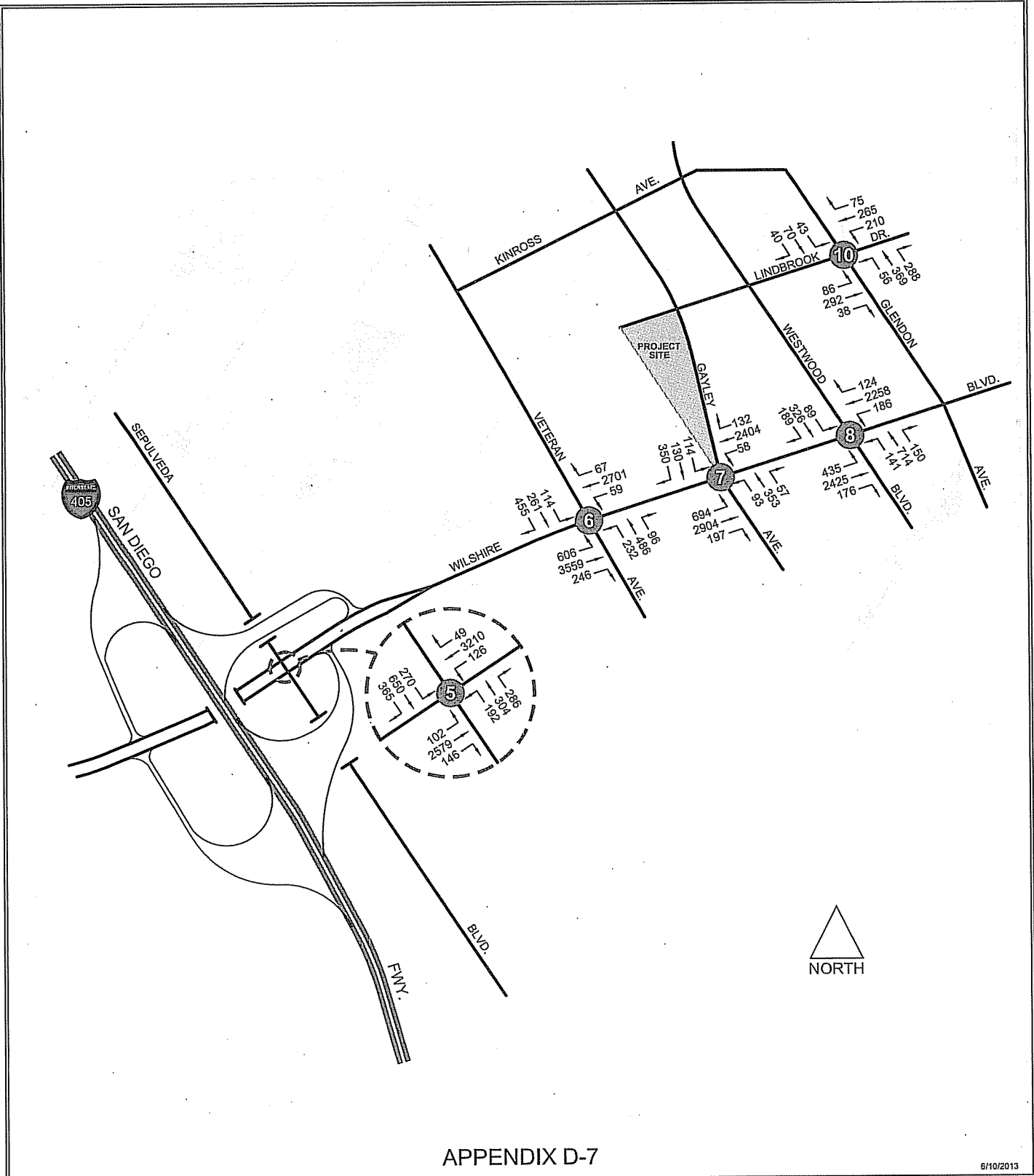
6/10/2013

UCLA Lot 36 Alley Access/PM2015WP

CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES  
 SCENARIO A (WITH CREDITS FOR PREVIOUS LAND USES)  
 PM PEAK HOUR

**CA-CRAIN**  
 &  
**ASSOCIATES**

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 Culver City, California 90230  
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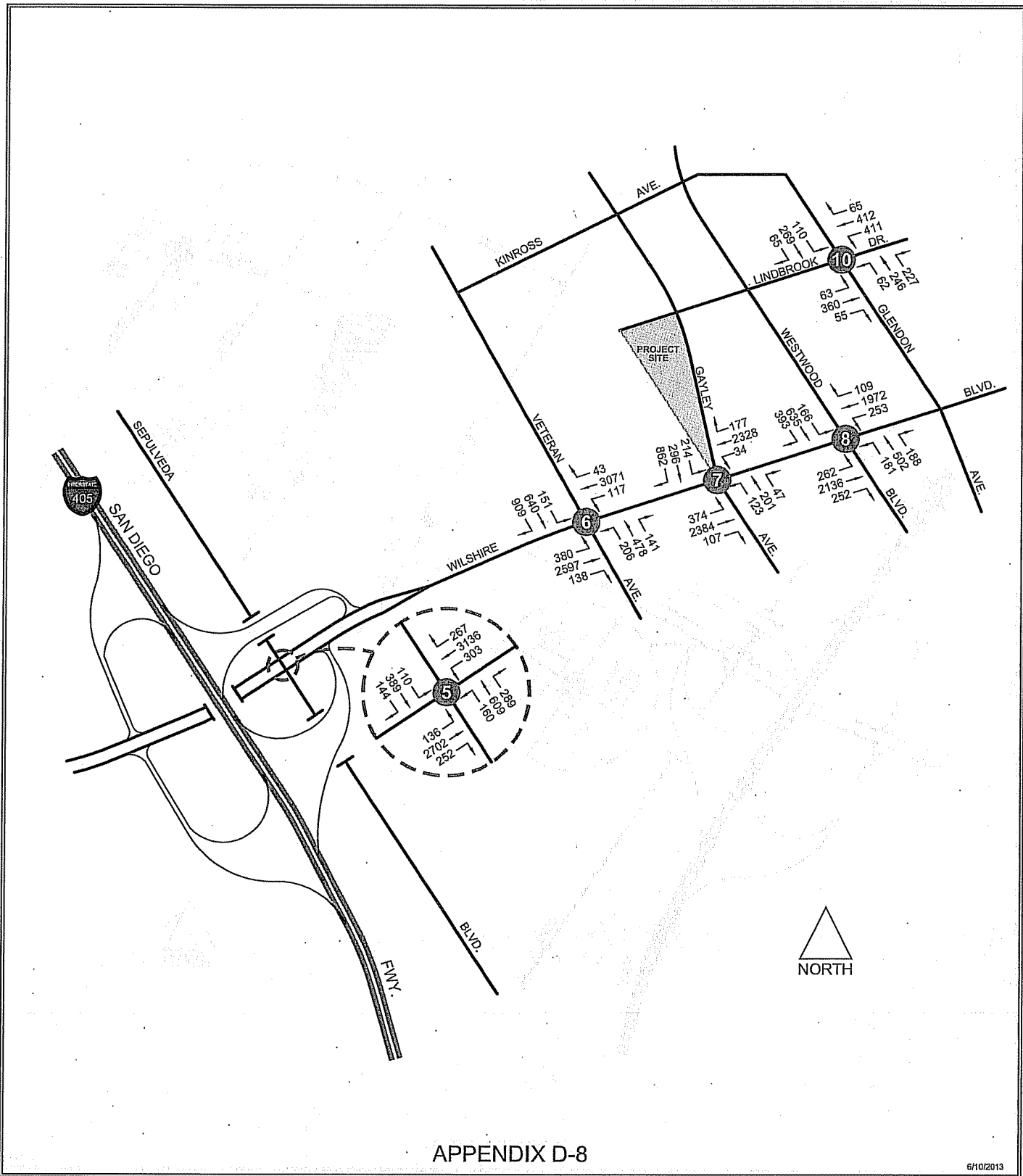
APPENDIX D-7

6/10/2013

UCLA Lot 36 Alley Access\AM2015WP\_NO ELU

CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES  
 SCENARIO B1 (WITHOUT CREDITS FOR PREVIOUS LAND USES)  
 AM PEAK HOUR

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 Traffic Engineering  
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 Culver City, California 90230  
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 www.crainandassociates.com

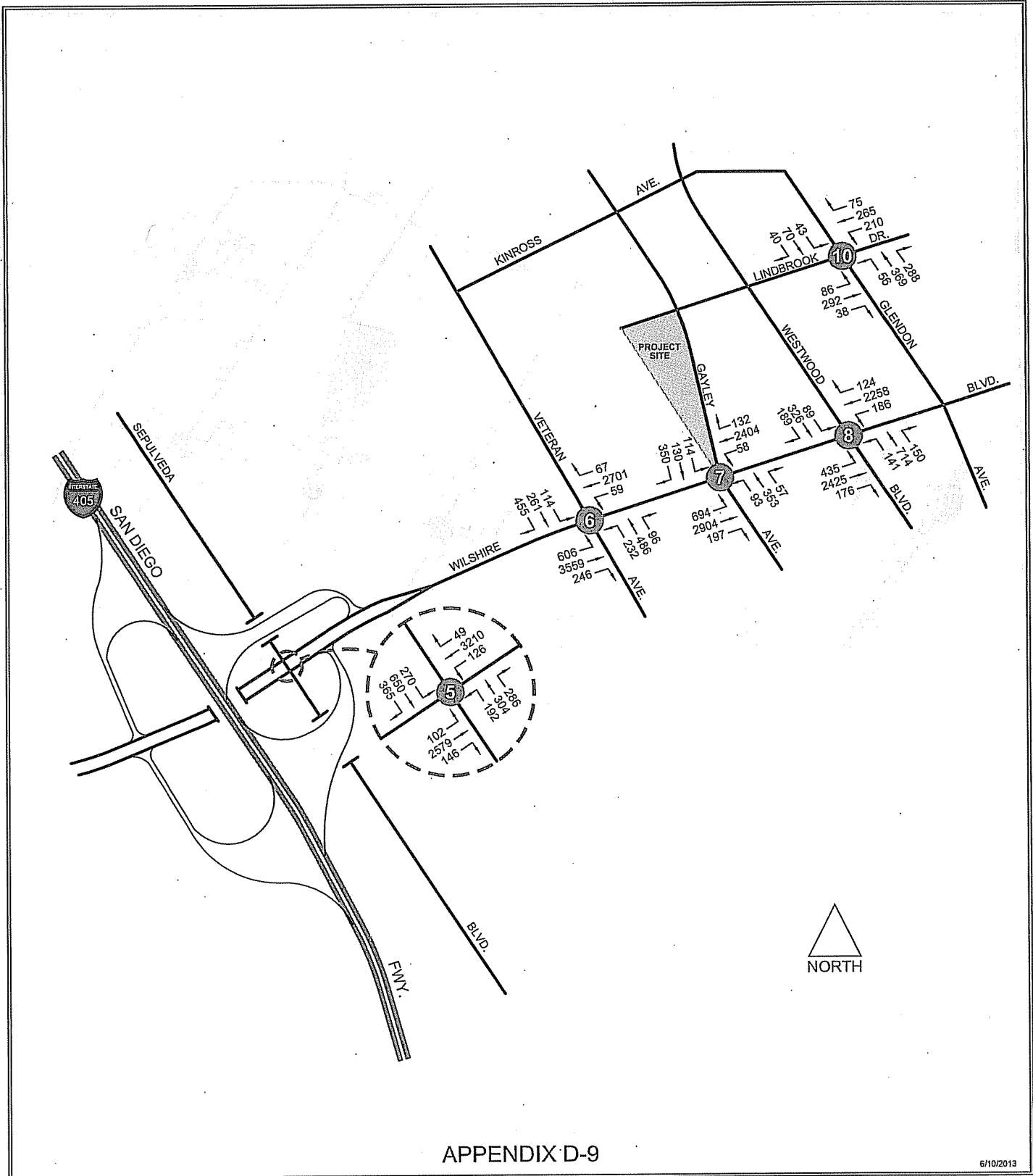


UCLA Lot 36 Alley Access/PM2015WP\_NO ELU

CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES  
 SCENARIO B1 (WITHOUT CREDITS FOR PREVIOUS LAND USES)  
 PM PEAK HOUR

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 Traffic Engineering  
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**ASSOCIATES**

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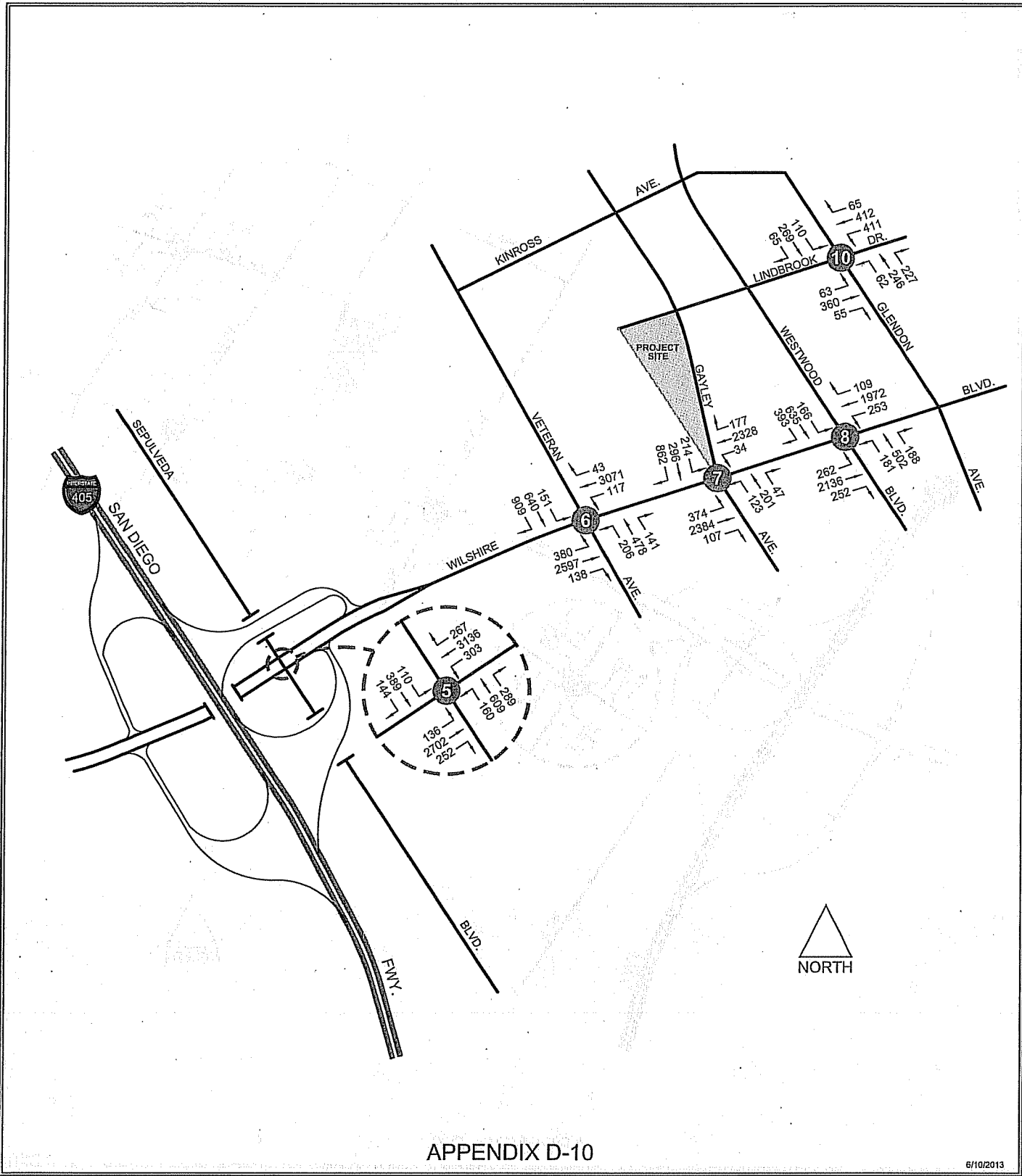


6/10/2013

UCLA Lot 36 Alley Access\AM2015WP\_B2

**CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES  
SCENARIO B2 (WITHOUT CREDITS FOR PREVIOUS LAND USES)  
WITH WILSHIRE BRT INSTALLED  
AM PEAK HOUR**

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



UCLA Lot 36 Alley Access PM2015WP\_2B

**CUMULATIVE PLUS PROJECT (2015) TRAFFIC VOLUMES  
SCENARIO B2 (WITHOUT CREDITS FOR PREVIOUS LAND USES)  
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**APPENDIX E**

**CRITICAL MOVEMENT ANALYSIS AND LOS SUMMARY  
FOR ANALYSIS SCENARIOS A, B1 AND B2**

**APPENDIX E-1**  
**Analysis Scenario A – Critical Movement Analysis and LOS Summary**  
**(With Trip Credits for Previous Land Uses)**

No.	Intersection	Peak Hour	Existing Conditions				Future Conditions				Change in v/c due to Project
			Existing		w/ Project		w/o Project		w/ Project		
			CMA	LOS	CMA	LOS	CMA	LOS	CMA	LOS	
5	SEPULVEDA BLVD.	AM	0.887	D	0.888	D	0.955	E	0.956	E	0.001
	WILSHIRE BLVD.	PM	0.857	D	0.862	D	0.957	E	0.962	E	0.005
6	VETERAN AVE.	AM	0.811	D	0.813	D	0.904	E	0.907	E	0.003
	WILSHIRE BLVD.	PM	0.897	D	0.900	E	0.989	E	0.995	E	0.006
7	GAYLEY AVE.	AM	0.732	C	0.736	C	0.839	D	0.843	D	0.004
	WILSHIRE BLVD.	PM <sup>a</sup>	0.824	D	0.836	D	0.952	E	0.964	E	0.012 *
8	WESTWOOD BLVD.	AM	0.688	B	0.692	B	0.774	C	0.779	C	0.005
	WILSHIRE BLVD.	PM <sup>b</sup>	0.874	D	0.877	D	1.031	F	1.034	F	0.003
10	GLENDON AVE.	AM	0.521	A	0.536	A	0.552	A	0.567	A	0.015
	LINDBROOK DR.	PM	0.599	A	0.651	B	0.642	B	0.693	B	0.051

All intersections include 0.07 V/C credit allowed under ATSAC control for existing conditions and 0.10 V/C credit allowed under ATCS control for future conditions.

\* Indicates a significant traffic impact according to LADOT standards.

<sup>a</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 15%, consistent with Fehr & Peers analysis, March 2009.

<sup>b</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 25%, consistent with Fehr & Peers analysis, March 2009.

**APPENDIX E-2**  
**Analysis Scenario B1 – Critical Movement Analysis and LOS Summary**  
**(Without Trip Credits for Previous Land Uses)**

No.	Intersection	Peak Hour	Existing Conditions				Future Conditions				Change in v/c due to Project
			Existing CMA	Existing LOS	w/ Project CMA	w/ Project LOS	w/o Project CMA	w/o Project LOS	w/ Project CMA	w/ Project LOS	
5	SEPULVEDA BLVD.	AM	0.887	D	0.889	D	0.955	E	0.957	E	0.002
	WILSHIRE BLVD.	PM	0.857	D	0.865	D	0.957	E	0.965	E	0.008
6	VETERAN AVE.	AM	0.811	D	0.817	D	0.904	E	0.909	E	0.005
	WILSHIRE BLVD.	PM	0.897	D	0.908	E	0.989	E	1.001	F	0.012 *
7	GAYLEY AVE.	AM	0.732	C	0.744	C	0.839	D	0.851	D	0.012
	WILSHIRE BLVD.	PM <sup>a</sup>	0.824	D	0.843	D	0.952	E	0.970	E	0.018 *
8	WESTWOOD BLVD.	AM	0.688	B	0.694	B	0.774	C	0.781	C	0.007
	WILSHIRE BLVD.	PM <sup>b</sup>	0.874	D	0.882	D	1.031	F	1.039	F	0.008
10	GLENDON AVE.	AM	0.521	A	0.536	A	0.552	A	0.567	A	0.015
	LINDBROOK DR.	PM	0.599	A	0.651	B	0.642	B	0.693	B	0.051

All intersections include 0.07 V/C credit allowed under ATSAC control for existing conditions and 0.10 V/C credit allowed under ATCS control for future conditions.

\* Indicates a significant traffic impact according to LADOT standards.

<sup>a</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 15%, consistent with Fehr & Peers analysis, March 2009.

<sup>b</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 25%, consistent with Fehr & Peers analysis, March 2009.



APPENDIX E-3

Analysis Scenario B2 – Critical Movement Analysis and LOS Summary  
(Without Trip Credits for Previous Land Uses; With Wilshire BRT Installed)

No.	Intersection	Peak Hour	Existing Conditions				Future Conditions				Change in v/c due to Project
			Existing CMA	Existing LOS	w/ Project CMA	w/ Project LOS	w/o Project CMA	w/o Project LOS	w/ Project CMA	w/ Project LOS	
5	SEPULVEDA BLVD. WILSHIRE BLVD.	AM	0.887	D	0.889	D	1.083	F	1.085	F	0.002
		PM	0.857	D	0.865	D	1.073	F	1.083	F	0.010 *
6	VETERAN AVE. WILSHIRE BLVD.	AM	0.811	D	0.817	D	1.053	F	1.061	F	0.008
		PM	0.897	D	0.908	E	1.167	F	1.179	F	0.012 *
7	GAYLEY AVE. WILSHIRE BLVD.	AM	0.732	C	0.744	C	0.961	E	0.972	E	0.011 *
		PM <sup>a</sup>	0.824	D	0.843	D	1.083	F	1.098	F	0.015 *
8	WESTWOOD BLVD. WILSHIRE BLVD.	AM	0.688	B	0.694	B	0.889	D	0.896	D	0.007
		PM <sup>b</sup>	0.874	D	0.882	D	1.142	F	1.150	F	0.008
10	GLENDON AVE. LINDBROOK DR.	AM	0.521	A	0.536	A	0.552	A	0.567	A	0.015
		PM	0.599	A	0.651	B	0.642	B	0.693	B	0.051

All intersections include 0.07 V/C credit allowed under ATSAC control for existing conditions and 0.10 V/C credit allowed under ATCS control for future conditions.

\* Indicates a significant traffic impact according to LADOT standards.

<sup>a</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 15%, consistent with Fehr & Peers analysis, March 2009.

<sup>b</sup> Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 25%, consistent with Fehr & Peers analysis, March 2009.

**APPENDIX F**  
**LADOT CMA & LOS WORKSHEETS**



## Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street: SEPULVEDA BLVD.	Year of Count: 2008	Ambient Growth (%): 1		Conducted by: DN	Date: 6/7/2013									
	East-West Street: WILSHIRE BLVD.	Projection Year: 2015	Peak Hour: AM		Reviewed by: RK	Project: UCLA Lot 36: Scenario A									
No. of Phases Opposed 0'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	4 0 0 0 2 0	4 0 0 0 2 0	4 0 0 0 2 0	NB-- SB-- EB-- WB--								
MOVEMENT	EXISTING CONDITION		EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	179	1	179	0	179	179	0	192	1	192	0	192	1	192
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	283	1	283	0	283	269	1	304	1	295	0	304	1	295
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0
	Right	253	0	253	1	254	254	14	285	0	285	1	286	0	286
SOUTHBOUND	Left	250	1	250	1	251	251	1	269	1	269	1	270	1	270
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	604	1	604	0	604	472	2	650	1	508	0	650	1	508
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0
	Right	339	0	339	0	339	339	2	365	0	365	0	365	0	365
EASTBOUND	Left	94	1	94	0	94	94	1	102	1	102	0	102	1	102
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	2243	3	595	-2	2241	594	168	2573	3	680	-2	2571	3	679
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0
	Right	135	0	135	0	135	135	1	146	0	146	0	146	0	146
WESTBOUND	Left	109	2	60	3	112	62	6	123	2	68	3	126	2	69
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	2812	4	571	5	2817	572	182	3197	4	649	5	3202	4	650
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0
	Right	43	0	43	2	45	45	1	47	0	47	2	49	0	49
CRITICAL VOLUMES		North-South: 651 East-West: 665 SUM: 1316	North-South: 651 East-West: 666 SUM: 1317	North-South: 700 East-West: 751 SUM: 1451	North-South: 700 East-West: 752 SUM: 1452										
VOLUME/CAPACITY (V/C) RATIO:		0.957	0.958	1.055	1.056										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.887	0.888	0.955	0.956										
LEVEL OF SERVICE (LOS):		D	D	E	E										

REMARKS:

Version: 11 Beta; 8/4/2011

### PROJECT IMPACT

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



## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SEPULVEDA BLVD.	Year of Count: 2008	Ambient Growth (%): 1	Conducted by: DN	Date: 6/7/2013										
5	East-West Street: WILSHIRE BLVD.	Projection Year: 2015	Peak Hour: PM	Reviewed by: RK	Project: UCLA Lot 36: Scenario A										
No. of Phases: 4 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSAAC-1 or ATSAAC+ATCS-2? 1 Override Capacity: 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
MOVEMENT		EXISTING PLUS PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION									
		Volume	No. of Lanes	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	148	1	0	148	148	1	160	1	160	0	160	1	160	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	567	1	0	567	416	1	609	1	447	0	609	1	449	
	Through-Right	1	1	0	1	1	1	1	1	1	0	1	1	1	
	Right	260	0	4	260	264	6	285	0	285	4	289	0	289	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	96	1	3	99	99	4	107	1	107	3	110	1	110	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	360	1	0	360	247	3	389	1	267	0	389	1	267	
	Through-Right	1	1	0	1	1	1	1	1	1	0	1	1	1	
	Right	133	0	0	133	133	1	144	0	144	0	144	0	144	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	126	1	0	126	126	1	136	1	136	0	136	1	136	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	2243	3	2	2245	620	277	2682	3	734	2	2684	3	734	
	Through-Right	1	1	0	1	1	1	1	1	1	0	1	1	1	
	Right	233	0	0	233	233	2	252	0	252	0	252	0	252	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	265	2	3	268	147	16	300	2	165	3	303	2	167	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	2579	4	-7	2572	564	358	3123	4	678	-7	3116	4	677	
	Through-Right	1	1	0	1	1	1	1	1	1	0	1	1	1	
	Right	246	0	2	248	248	1	265	0	265	2	267	0	267	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 510	East-West: 765	North-South: 515	East-West: 767	North-South: 554	East-West: 899	North-South: 559	East-West: 901	North-South: 559	East-West: 901	North-South: 559	East-West: 901	North-South: 559	East-West: 901
		SUM: 1275	SUM: 1275	SUM: 1282	SUM: 1282	SUM: 1453	SUM: 1453	SUM: 1460	SUM: 1460	SUM: 1460	SUM: 1460	SUM: 1460	SUM: 1460	SUM: 1460	SUM: 1460
VOLUME/CAPACITY (V/C) RATIO:		0.927		0.932		1.057		1.062		1.062		1.062		1.062	
V/C LESS ATSAAC/ATCS ADJUSTMENT:		0.857		0.862		0.957		0.962		0.962		0.962		0.962	
LEVEL OF SERVICE (LOS):		D		D		E		E		E		E		E	

REMARKS:

Version: 11 Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.005      Δv/c after mitigation: N/A  
 Significant Impacted? NO      Fully mitigated? N/A

Results\_AnalysisA (with ELU credit).xls



## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		VETERAN AVE.		Year of Count:		2008		Ambient Growth: (%)		1		Conducted by:		DN		Date:		6/7/2013	
	East-West Street:		WILSHIRE BLVD.		Projection Year:		2015		Peak Hour:		AM		Reviewed by:		RK		Project:		UCLA Lot 36: Scenario A	
	No. of Phases		4		4		4		4		4		4		4		4		4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0		0		0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 3 SB-- 3		NB-- 3 SB-- 3		NB-- 3 SB-- 3		NB-- 3 SB-- 3		NB-- 3 SB-- 3		NB-- 3 SB-- 3		NB-- 3 SB-- 3	
	ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0	
	Override Capacity		1		1		2		2		2		2		2		2		2	
			0		0		0		0		0		0		0		0		0	
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	202	0	202	202	15	232	1	232	0	232	1	232						
	Left-Through	0							0				0							
	Through	2	219	-1	437	219	15	485	2	243	-1	484	2	242						
	Through-Right	0							0				0							
	Right	1	67	1	81	68	9	95	1	64	1	96	1	65						
	Left-Through-Right	0							0				0							
	Left-Right																			
SOUTHBOUND	Left	1	105	0	105	105	1	114	1	114	0	114	1	114						
	Left-Through	0							0				0							
	Through	2	119	3	241	121	3	258	2	129	3	261	2	131						
	Through-Right	0							0				0							
	Right	2	71	8	398	75	24	442	2	0	8	450	2	0						
	Left-Through-Right	0							0				0							
	Left-Right																			
EASTBOUND	Left	2	289	0	526	289	37	601	2	331	0	601	2	331						
	Left-Through	0							0				0							
	Through	3	840	4	3145	841	183	3551	3	949	4	3555	3	950						
	Through-Right	1							1				1							
	Right	0	217	0	217	217	13	246	0	246	0	246	0	246						
	Left-Through-Right	0							0				0							
	Left-Right																			
WESTBOUND	Left	2	26	1	49	27	5	56	2	31	1	57	2	31						
	Left-Through	0							0				0							
	Through	3	598	14	2343	601	186	2683	3	688	14	2697	3	691						
	Through-Right	1							1				1							
	Right	0	62	0	62	62	1	67	0	67	0	67	0	67						
	Left-Through-Right	0							0				0							
	Left-Right																			
CRITICAL VOLUMES			North-South: 324	North-South: 324	North-South: 361	North-South: 363				North-South: 1019	North-South: 1022									
			East-West: 887	East-West: 890	East-West: 1019	East-West: 1022				East-West: 1380	East-West: 1385									
			SUM: 1211	SUM: 1214	SUM: 1380	SUM: 1385														
VOLUME/CAPACITY (V/C) RATIO:			0.881	0.883	1.004	1.007														
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.811	0.813	0.904	0.907														
LEVEL OF SERVICE (LOS):			D	D	E	E														

REMARKS:

Version: 1f Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project:	0.003	Δv/c after mitigation:	N/A
Significant Impacted?	NO	Fully mitigated?	N/A

6/10/2013-5:17 PM

Results\_AnalysisA (with ELU credit).xls



## Level of Service Worksheet (Circular 212 Method)



I/S #: 6	North-South Street: VETERAN AVE.	Year of Count: 2008	Ambient Growth (%): 1		Conducted by: DN		Date: 6/7/2013											
	East-West Street: WILSHIRE BLVD.	Projection Year: 2015	Peak Hour: PM		Reviewed by: RK		Project: UCLA Lot 36; Scenario A											
No. of Phases: 4 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 0 SB-- 0 EB-- 0 WB-- 0 ATSAAC-1 or ATSAAC/ATCS-2? 1 Override Capacity 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 3 EB-- 0 WB-- 0		NB-- 3 SB-- 3 EB-- 0 WB-- 0		NB-- SB-- EB-- WB--										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	187	1	187	0	187	187	6	206	1	206	0	206	1	206			
	Left-Through	431	2	216	0	431	216	11	473	2	237	0	473	2	237			
	Through-Right	123	0	98	5	128	104	4	136	1	73	5	141	1	79			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SOUTHBOUND	Left	138	1	138	0	138	138	3	151	1	151	0	151	1	151			
	Left-Through	578	2	289	3	581	291	17	637	2	319	3	640	2	320			
	Through-Right	781	2	346	1	782	343	60	897	2	294	1	898	2	290			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EASTBOUND	Left	308	2	169	9	317	174	31	361	2	199	9	370	2	204			
	Left-Through	2103	3	556	20	2123	561	314	2569	3	677	20	2589	3	682			
	Through-Right	121	1	121	0	121	121	8	138	0	138	0	138	0	138			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WESTBOUND	Left	90	2	50	-2	88	48	18	114	2	63	-2	112	2	62			
	Left-Through	2472	3	628	9	2481	630	403	3053	3	774	9	3062	3	776			
	Through-Right	38	1	38	0	38	38	2	43	0	43	0	43	0	43			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
CRITICAL VOLUMES		North-South: 533 East-West: 797 SUM: 1330	North-South: 530 East-West: 804 SUM: 1334	North-South: 525 East-West: 973 SUM: 1498	North-South: 526 East-West: 980 SUM: 1506													
VOLUME/CAPACITY (V/C) RATIO:		0.967	0.970	1.089	1.095													
V/C LESS ATSAAC/ATCS ADJUSTMENT:		0.897	0.900	0.989	0.995													
LEVEL OF SERVICE (LOS):		D	E	E	E													

REMARKS:

Version: 11 Beta; 8/4/2011

### PROJECT IMPACT

Change In v/c due to project: 0.006      Δv/c after mitigation: N/A  
 Significant Impacted? NO      Fully mitigated? N/A

Results\_AnalysisA (with ELU credit).xls





## Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: GAYLEY AVE.	Year of Count: 2008	Ambient Growth: (%): 1		Conducted by: DN	Date: 6/7/2013													
	East-West Street: WILSHIRE BLVD.	Projection Year: 2015	Peak Hour: PM		Reviewed by: RK	Project: UCLA Lot 36; Scenario A													
No. of Phases: 4 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 0 SB-- 3 EB-- 0 WB-- 0 ATSAAC-1 or ATSAAC+ATCS-2? 1 Override Capacity: 1169		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1169		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1169		NB-- SB-- EB-- WB--													
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	115	1	115	0	115	115	0	123	1	123	0	123	1	123				
	Left-Through																		
	Through	184	2	92	0	184	92	4	201	2	101	0	201	2	101				
	Through-Right																		
Right	44	1	28	0	44	28	0	47	1	30	0	47	1	30					
Left-Through-Right																			
Left-Right																			
SOUTHBOUND	Left	159	1	159	-11	148	148	35	205	1	205	-11	194	1	194				
	Left-Through																		
	Through	259	1	259	0	259	259	18	296	1	296	0	296	1	296				
	Through-Right																		
Right	672	2	204	7	679	194	121	841	2	275	7	848	2	265					
Left-Through-Right																			
Left-Right																			
EASTBOUND	Left	301	2	166	25	326	179	18	341	2	188	25	366	2	201				
	Left-Through																		
	Through	1940	3	510	0	1940	510	304	2384	3	623	0	2384	3	623				
	Through-Right																		
Right	100	1	100	0	100	100	0	107	0	107	0	107	0	107					
Left-Through-Right																			
Left-Right																			
WESTBOUND	Left	32	1	32	0	32	32	0	34	1	34	0	34	1	34				
	Left-Through																		
	Through	1890	3	505	0	1890	506	302	2328	3	623	0	2328	3	624				
	Through-Right																		
Right	130	1	130	5	135	135	23	162	0	162	5	167	0	167					
Left-Through-Right																			
Left-Right																			
CRITICAL VOLUMES		North-South: 374 East-West: 671 SUM: 1045		North-South: 374 East-West: 685 SUM: 1059		North-South: 419 East-West: 811 SUM: 1230		North-South: 419 East-West: 825 SUM: 1244											
VOLUME/CAPACITY (V/C) RATIO:			0.894		0.906		1.052		1.064										
V/C LESS ATSAAC/ATCS ADJUSTMENT:			0.824		0.836		0.952		0.964										
LEVEL OF SERVICE (LOS):			D		D		E		E										

REMARKS: Override capacity adjusted manually

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.012      Δv/c after mitigation: N/A  
 Significant impacted? YES      Fully mitigated? N/A





## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: WESTWOOD BLVD.	Year of Count: 2008	Ambient Growth: (%): 1	Conducted by: DN	Date: 6/7/2013														
8	East-West Street: WILSHIRE BLVD.	Projection Year: 2015	Peak Hour: AM	Reviewed by: RK	Project: UCLA Lot 36: Scenario A														
No. of Phases: 4 Opposed $\emptyset$ ing: N/S-1, EW-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 3 ATSC-1 or ATSC+ATCS-2? 0 Override Capacity: 1		NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0														
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>	<b>EXISTING PLUS PROJECT</b>	<b>FUTURE CONDITION W/O PROJECT</b>	<b>FUTURE CONDITION W/ PROJECT</b>	<b>FUTURE W/ PROJECT W/ MITIGATION</b>													
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
<b>NORTHBOUND</b>	Left	130	1	130	1	131	131	1	140	1	141	1	141						
	Left-Through		0						0										
	Through	622	2	251	-2	620	250	45	712	2	287	-2	710	2	287				
	Through-Right		1						1				1						
	Right	131	0	131	0	131	131	10	150	0	150	0	150	0	150				
	Left-Through-Right		0						0				0						
	Left-Right																		
<b>SOUTHBOUND</b>	Left	74	1	74	7	81	81	3	82	1	82	7	89	1	89				
	Left-Through		0						0				0						
	Through	289	2	115	5	294	116	11	321	2	128	5	326	2	129				
	Through-Right		1						1				1						
	Right	170	1	0	0	170	0	7	189	1	0	0	189	1	0				
	Left-Through-Right		0						0				0						
	Left-Right																		
<b>EASTBOUND</b>	Left	377	2	207	0	377	207	31	435	2	239	0	435	2	239				
	Left-Through		0						0				0						
	Through	2169	3	582	2	2171	582	93	2418	3	648	2	2420	3	648				
	Through-Right		1						1				1						
	Right	157	0	157	-1	156	156	5	173	0	173	-1	172	0	172				
	Left-Through-Right		0						0				0						
	Left-Right																		
<b>WESTBOUND</b>	Left	164	2	90	0	164	90	10	186	2	102	0	186	2	102				
	Left-Through		0						0				0						
	Through	1941	3	510	-2	1939	510	174	2255	3	594	-2	2253	3	594				
	Through-Right		1						1				1						
	Right	97	0	97	3	100	100	17	121	0	121	3	124	0	124				
	Left-Through-Right		0						0				0						
	Left-Right																		
<b>CRITICAL VOLUMES</b>		North-South: 325	North-South: 331		North-South: 369		North-South: 376				East-West: 833		East-West: 833						
		East-West: 717	East-West: 717		East-West: 833		East-West: 833				SUM: 1202		SUM: 1209						
		SUM: 1042	SUM: 1048		SUM: 1202		SUM: 1209												
VOLUME/CAPACITY (V/C) RATIO:		0.758		0.762		0.874		0.879											
V/C LESS ATSC/ATCS ADJUSTMENT:		0.688		0.692		0.774		0.779											
LEVEL OF SERVICE (LOS):		B		B		C		C											

REMARKS:

Version: 11 Beta; 8/4/2011

**PROJECT IMPACT**

Change in w/c due to project:	0.005	$\Delta$ w/c after mitigation:	N/A
Significant impacted?	NO	Fully mitigated?	N/A



## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	WESTWOOD BLVD.		Year of Count:	2008		Ambient Growth: (%)	1		Conducted by:	DN		Date:	6/7/2013				
	East-West Street:	WILSHIRE BLVD.		Projection Year:	2015		Peak Hour:	PM		Reviewed by:	RK		Project:	UCLA Lot 36: Scenario A				
	No. of Phases		4		4		4		4		4		4		4			
	Opposed $\emptyset$ ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0			
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	3		
			EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		1		1		2		2		2		2		2			
	Override Capacity		1031		1031		1031		1031		1031		1031		1031			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	157	5	162	162	8	176	1	176	5	181	1	181			
	Left-Through																	
	Through	439	2	202	0	439	202	23	494	2	227	0	494	2	227			
	Through-Right																	
	Right	167	0	167	0	167	167	9	188	0	188	0	188	0	188			
	Left-Through-Right																	
	Left-Right																	
SOUTHBOUND	Left	123	1	123	6	129	129	28	160	1	160	6	166	1	166			
	Left-Through																	
	Through	528	2	210	5	533	211	64	630	2	256	5	635	2	257			
	Through-Right																	
	Right	310	1	0	0	310	0	61	393	1	0	0	393	1	0			
	Left-Through-Right																	
	Left-Right																	
EASTBOUND	Left	223	2	123	0	223	123	23	262	2	144	0	262	2	144			
	Left-Through																	
	Through	1718	3	482	-5	1713	479	288	2130	3	595	-5	2125	3	592			
	Through-Right																	
	Right	209	0	209	-6	203	203	25	249	0	249	-6	243	0	243			
	Left-Through-Right																	
	Left-Right																	
WESTBOUND	Left	225	2	124	0	225	124	12	253	2	139	0	253	2	139			
	Left-Through																	
	Through	1598	3	422	0	1598	424	249	1962	3	515	0	1962	3	518			
	Through-Right																	
	Right	88	0	88	10	98	98	5	99	0	99	10	109	0	109			
	Left-Through-Right																	
	Left-Right																	
CRITICAL VOLUMES			North-South:	357	North-South:	373	North-South:	432	North-South:	438	East-West:	731	East-West:	731	SUM:	1169	SUM:	1169
			East-West:	606	East-West:	603	East-West:	734	East-West:	734	SUM:	1165	SUM:	1165				
			SUM:	973	SUM:	976	SUM:	1165	SUM:	1165								
VOLUME/CAPACITY (V/C) RATIO:			0.944		0.947		1.131		1.134		1.134		1.134					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.874		0.877		1.031		1.034		1.034		1.034					
LEVEL OF SERVICE (LOS):			D		D		F		F		F		F					

REMARKS: Override capacity adjusted manually

Version: 11 Beta; 8/4/2011

### PROJECT IMPACT

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

Results\_AnalysisA (with ELU credit).xls





## Level of Service Worksheet (Circular 212 Method)



I/S #: 10	North-South Street: GLENDON AVE.	Year of Count: 2008	Ambient Growth: (%) 1	Conducted by: DN	Date: 6/7/2013													
	East-West Street: LINDBROOK DR.	Projection Year: 2015	Peak Hour: PM	Reviewed by: RK	Project: UCLA Lot 36: Scenario A													
No. of Phases: 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSAAC-1 or ATSAAC-2? 1 Override Capacity 0		NB-- 0 SB-- 0 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2													
MOVEMENT	EXISTING CONDITION		EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION						
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	58	0	58	58	0	62	1	62	0	62	1	62			
	Left-Through		0							0			0					
	Through	218	1	218	0	218	218	12	246	1	246	0	246	1	246			
	Through-Right		0							0			0					
	Right	200	1	15	0	200	15	13	227	1	22	0	227	1	22			
SOUTHBOUND	Left	103	1	103	0	103	103	0	110	1	110	0	110	1	110			
	Left-Through		0							0			0					
	Through	196	1	196	0	196	196	59	269	1	269	0	269	1	269			
	Through-Right		0							0			0					
	Right	61	1	61	0	61	61	0	65	1	65	0	65	1	65			
EASTBOUND	Left	59	0	59	0	59	59	0	63	0	63	0	63	0	63			
	Left-Through		1							1			1					
	Through	254	0	313	77	331	390	11	283	0	346	77	360	0	423			
	Through-Right		0							0			0					
	Right	51	1	22	0	51	22	0	55	1	24	0	55	1	24			
WESTBOUND	Left	370	0	370	0	370	370	14	411	0	411	0	411	0	411			
	Left-Through		1							1			1					
	Through	357	0	418	47	404	465	-20	363	0	428	47	410	0	475			
	Through-Right		1							1			1					
	Right	61	0	0	0	61	0	0	65	0	0	0	65	0	0			
CRITICAL VOLUMES		North-South: 321 East-West: 683 SUM: 1004		North-South: 321 East-West: 760 SUM: 1081		North-South: 356 East-West: 757 SUM: 1113		North-South: 356 East-West: 834 SUM: 1190										
VOLUME/CAPACITY (V/C) RATIO:			0.669		0.721		0.742		0.793				0.693					
V/C LESS ATSAAC/ATCS ADJUSTMENT:			0.599		0.651		0.642		0.693				0.693					
LEVEL OF SERVICE (LOS):			A		B		B		B				B					

REMARKS:

Version: 1f Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project: 0.051      Δv/c after mitigation: N/A  
 Significant Impacted? NO      Fully mitigated? N/A



## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SEPULVEDA BLVD.	Year of Count: 2008	Ambient Growth: (%)	1	Conducted by:	DN	Date: 6/7/2013												
5	East-West Street: WILSHIRE BLVD.	Projection Year: 2015	Peak Hour:	AM	Reviewed by:	RK	Project: UCLA Lot 36: Scenario B1												
No. of Phases		4	4		4		4												
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- SB--												
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- WB--												
Override Capacity		1	2		2		2												
		0	0		0		0												
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	1	179	0	179	179	0	192	1	192	0	192	1	192				
	Left-Through		0							0				0					
	Through	283	1	268	0	283	269	1	304	1	295	0	304	1	295				
	Through-Right		1							1				1					
	Right	253	0	253	1	254	254	14	285	0	285	1	286	0	286				
	Left-Through-Right		0							0				0					
SOUTHBOUND	Left	250	1	250	1	251	251	1	269	1	269	1	270	1	270				
	Left-Through		0							0				0					
	Through	604	1	472	0	604	472	2	650	1	508	0	650	1	508				
	Through-Right		1							1				1					
	Right	339	0	339	0	339	339	2	365	0	365	0	365	0	365				
	Left-Through-Right		0							0				0					
EASTBOUND	Left	94	1	94	0	94	94	1	102	1	102	0	102	1	102				
	Left-Through		0							0				0					
	Through	2243	3	595	6	2249	596	168	2573	3	680	6	2579	3	681				
	Through-Right		1							1				1					
	Right	135	0	135	0	135	135	1	146	0	146	0	146	0	146				
	Left-Through-Right		0							0				0					
WESTBOUND	Left	109	2	60	3	112	62	6	123	2	68	3	126	2	69				
	Left-Through		0							0				0					
	Through	2812	4	571	13	2825	574	182	3197	4	649	13	3210	4	652				
	Through-Right		1							1				1					
	Right	43	0	43	2	45	45	1	47	0	47	2	49	0	49				
	Left-Through-Right		0							0				0					
CRITICAL VOLUMES		North-South: 651	East-West: 665	SUM: 1316	North-South: 651	East-West: 668	SUM: 1319	North-South: 700	East-West: 751	SUM: 1451	North-South: 700	East-West: 754	SUM: 1454						
VOLUME/CAPACITY (V/C) RATIO:		0.957			0.959			1.055			1.057								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.887			0.889			0.955			0.957								
LEVEL OF SERVICE (LOS):		D			D			E			E								

REMARKS:

Version: 1f Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	N/A
Significant Impacted?	NO	Fully mitigated?	N/A

6/10/2013 5:18 PM

Results\_AnalysisB1 (without ELU credit).xls





## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	VETERAN AVE.	Year of Count:	2008	Ambient Growth: (%)	1	Conducted by:	DN	Date:	6/7/2013					
6	East-West Street:	WILSHIRE BLVD.	Projection Year:	2015	Peak Hour:	AM	Reviewed by:	RK	Project:	UCLA Lot 36; Scenario B1					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 3 SB-- 3 EB-- 0 WB-- 0			NB-- 3 SB-- 3 EB-- 0 WB-- 0						
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 3 SB-- 3 EB-- 0 WB-- 0			NB-- 3 SB-- 3 EB-- 0 WB-- 0						
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	202	1	202	0	202	202	15	232	1	232	0	232	1	232
	Left-Through		0							0				0	
	Through	438	2	219	1	439	220	15	485	2	243	1	486	2	243
	Through-Right		0							0				0	
	Right	80	1	67	1	81	67	9	95	1	64	1	96	1	64
	Left-Through-Right		0							0				0	
SOUTHBOUND	Left	105	1	105	0	105	105	1	114	1	114	0	114	1	114
	Left-Through		0							0				0	
	Through	238	2	119	3	241	121	3	258	2	129	3	261	2	131
	Through-Right		0							0				0	
	Right	390	2	71	13	403	76	24	442	2	0	13	455	2	0
	Left-Through-Right		0							0				0	
EASTBOUND	Left	526	2	289	5	531	292	37	601	2	331	5	606	2	333
	Left-Through		0							0				0	
	Through	3141	3	840	8	3149	842	183	3551	3	949	8	3559	3	951
	Through-Right		1							1				1	
	Right	217	0	217	0	217	217	13	246	0	246	0	246	0	246
	Left-Through-Right		0							0				0	
WESTBOUND	Left	48	2	26	3	51	28	5	56	2	31	3	59	2	32
	Left-Through		0							0				0	
	Through	2329	3	598	18	2347	602	186	2683	3	688	18	2701	3	692
	Through-Right		1							1				1	
	Right	62	0	62	0	62	62	1	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0	
CRITICAL VOLUMES		North-South:	324	North-South:	325	North-South:	361	North-South:	363			North-South:	363		
		East-West:	887	East-West:	894	East-West:	1019	East-West:	1025			East-West:	1025		
		SUM:	1211	SUM:	1219	SUM:	1380	SUM:	1388			SUM:	1388		
VOLUME/CAPACITY (V/C) RATIO:			0.881		0.887		1.004		1.009				1.009		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.811		0.817		0.904		0.909				0.909		
LEVEL OF SERVICE (LOS):			D		D		E		E				E		

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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







## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>GAYLEY AVE.</b>	Year of Count: <b>2008</b>	Ambient Growth (%): <b>1</b>	Conducted by: <b>DN</b>	Date: <b>6/7/2013</b>													
<b>7</b>	East-West Street: <b>WILSHIRE BLVD.</b>	Projection Year: <b>2015</b>	Peak Hour: <b>AM</b>	Reviewed by: <b>RK</b>	Project: <b>UCLA Lot 36: Scenario B1</b>													
No. of Phases: <b>4</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? <b>0</b>		NB-- 0 SB-- 3 EB-- 0 WB-- 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0														
Right Turns: FREE-1, NRTOR-2 or OLA-3? <b>0</b> ATSAC-1 or ATSAC+ATCS-2? <b>1</b> Override Capacity <b>0</b>		NB-- 0 SB-- 3 EB-- 0 WB-- 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0														
<b>MOVEMENT</b>		<b>EXISTING PLUS PROJECT</b>		<b>FUTURE CONDITION W/O PROJECT</b>		<b>FUTURE CONDITION W/ PROJECT</b>		<b>FUTURE W/ PROJECT W/ MITIGATION</b>										
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	1	87	0	87	87	0	93	1	93	0	93	1	93				
	Left-Through	0							0			0						
	Through	2	161	0	321	161	9	353	2	177	0	353	2	177				
	Through-Right	0							0			0						
	Right	1	26	0	53	26	0	57	1	28	0	57	1	28				
	Left-Through-Right	0							0			0						
<b>SOUTHBOUND</b>	Left	1	82	10	92	92	16	104	1	104	10	114	1	114				
	Left-Through	0							0			0						
	Through	1	120	0	120	120	1	130	1	130	0	130	1	130				
	Through-Right	0							0			0						
	Right	2	0	22	308	0	21	328	2	0	22	350	2	0				
	Left-Through-Right	0							0			0						
<b>EASTBOUND</b>	Left	2	312	9	577	317	76	685	2	377	9	694	2	382				
	Left-Through	0							0			0						
	Through	3	696	0	2598	696	119	2904	3	775	0	2904	3	775				
	Through-Right	1							1			1						
	Right	0	184	0	184	184	0	197	0	197	0	197	0	197				
	Left-Through-Right	0							0			0						
<b>WESTBOUND</b>	Left	1	54	0	54	54	0	58	1	58	0	58	1	58				
	Left-Through	0							0			0						
	Through	3	548	0	2082	549	172	2404	3	633	0	2404	3	634				
	Through-Right	1							1			1						
	Right	0	110	4	114	114	10	128	0	128	4	132	0	132				
	Left-Through-Right	0							0			0						
<b>CRITICAL VOLUMES</b>		North-South: 243	East-West: 860	SUM: 1103	North-South: 253	East-West: 866	SUM: 1119	North-South: 281	East-West: 1010	SUM: 1291	North-South: 291	East-West: 1016	SUM: 1307					
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.802			0.814			0.939			0.951						
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.732			0.744			0.839			0.851						
<b>LEVEL OF SERVICE (LOS):</b>			<b>C</b>			<b>C</b>			<b>D</b>			<b>D</b>						

REMARKS:

Version: 1f Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.012	Δv/c after mitigation:	N/A
Significant Impacted?	NO	Fully mitigated?	N/A





## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	WESTWOOD BLVD.	Year of Count:	2008	Ambient Growth: (%)	1	Conducted by:	DN	Date:	6/7/2013									
8	East-West Street:	WILSHIRE BLVD.	Projection Year:	2015	Peak Hour:	AM	Reviewed by:	RK	Project:	UCLA Lot 36: Scenario B1									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0									
Override Capacity		1	1		2		2		2										
		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	1	131	131	1	140	1	140	1	141	1	141				
	Left-Through		0						0				0						
	Through	622	2	251	2	624	252	45	712	2	287	2	714	2	288				
	Through-Right		1						1				1						
	Right	131	0	131	0	131	131	10	150	0	150	0	150	0	150				
	Left-Through-Right		0						0				0						
	Left-Right								0				0						
SOUTHBOUND	Left	74	1	74	7	81	81	3	82	1	82	7	89	1	89				
	Left-Through		0						0				0						
	Through	289	2	115	5	294	116	11	321	2	128	5	326	2	129				
	Through-Right		1						1				1						
	Right	170	1	0	0	170	0	7	189	1	0	0	189	1	0				
	Left-Through-Right		0						0				0						
	Left-Right								0				0						
EASTBOUND	Left	377	2	207	0	377	207	31	435	2	239	0	435	2	239				
	Left-Through		0						0				0						
	Through	2169	3	582	7	2176	584	93	2418	3	648	7	2425	3	650				
	Through-Right		1						1				1						
	Right	157	0	157	3	160	160	5	173	0	173	3	176	0	176				
	Left-Through-Right		0						0				0						
	Left-Right								0				0						
WESTBOUND	Left	164	2	90	0	164	90	10	186	2	102	0	186	2	102				
	Left-Through		0						0				0						
	Through	1941	3	510	3	1944	511	174	2255	3	594	3	2258	3	596				
	Through-Right		1						1				1						
	Right	97	0	97	3	100	100	17	121	0	121	3	124	0	124				
	Left-Through-Right		0						0				0						
	Left-Right								0				0						
CRITICAL VOLUMES		North-South: 325	East-West: 717	SUM: 1042	North-South: 333	East-West: 718	SUM: 1051	North-South: 369	East-West: 833	SUM: 1202	North-South: 377	East-West: 835	SUM: 1212						
VOLUME/CAPACITY (V/C) RATIO:				0.758			0.764			0.874			0.881						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.688			0.694			0.774			0.781						
LEVEL OF SERVICE (LOS):				B			B			C			C						

REMARKS:

Version: 11 Beta; 8/4/2011

<b>PROJECT IMPACT</b>			
Change in v/c due to project:	0.007	Δv/c after mitigation:	N/A
Significant impacted?	NO	Fully mitigated?	N/A

6/10/2013 5:18 PM

Results\_AnalysisB1 (without ELU credit).xls



## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: WESTWOOD BLVD.	Year of Count: 2008	Ambient Growth: (%): 1	Conducted by: DN	Date: 6/7/2013													
8	East-West Street: WILSHIRE BLVD.	Projection Year: 2015	Peak Hour: PM	Reviewed by: RK	Project: UCLA Lot 36: Scenario B1													
No. of Phases: 4 Opposed Ø'ing: N/S-1, EW-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 3 ATSAAC-1 or ATSAAC+ATCS-2? 1 Override Capacity: 1031		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1031		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1031														
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	157	5	162	162	8	176	1	176	5	181	1	181				
	Left-Through	0	0						0				0					
	Through	2	202	8	447	205	23	494	2	227	8	502	2	230				
	Through-Right	1	1						1				1					
	Right	0	167	0	167	167	9	188	0	188	0	188	0	188				
SOUTHBOUND	Left-Through-Right	0	0						0				0					
	Left	1	123	6	129	129	28	160	1	160	6	166	1	166				
	Left-Through	0	0						0				0					
	Through	2	210	5	533	211	64	630	2	256	5	635	2	257				
	Through-Right	1	1						1				1					
EASTBOUND	Right	1	0	0	310	0	61	393	1	0	0	393	1	0				
	Left-Through-Right	0	0						0				0					
	Left	2	123	0	223	123	23	262	2	144	0	262	2	144				
	Left-Through	0	0						0				0					
	Through	3	482	6	1724	484	288	2130	3	595	6	2136	3	597				
WESTBOUND	Through-Right	1	1						1				1					
	Right	0	209	3	212	212	25	249	0	249	3	252	0	252				
	Left-Through-Right	0	0						0				0					
	Left	2	124	0	225	124	12	253	2	139	0	253	2	139				
	Left-Through	0	0						0				0					
CRITICAL VOLUMES	Through	3	422	10	1608	427	249	1962	3	515	10	1972	3	520				
	Through-Right	1	1						1				1					
	Right	0	88	10	98	98	5	99	0	99	10	109	0	109				
SUM:			973		981	981		1166		1166		1174		1174				
VOLUME/CAPACITY (V/C) RATIO:			0.944		0.952	0.952		1.131		1.131		1.139		1.139				
V/C LESS ATSAAC/ATCS ADJUSTMENT:			0.874		0.882	0.882		1.031		1.031		1.039		1.039				
LEVEL OF SERVICE (LOS):			D		D	D		F		F		F		F				

REMARKS: Override capacity adjusted manually

Version: 11 Beta; 8/4/2011

### PROJECT IMPACT

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



## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		GLENDON AVE.		Year of Count:		2008		Ambient Growth: (%)		1		Conducted by:		DN		Date:		6/7/2013		
	10	East-West Street:		LINDBROOK DR.		Projection Year:		2015		Peak Hour:		AM		Reviewed by:		RK		Project:		UCLA Lot 36: Scenario B1	
		No. of Phases		2				2				2				2					
		Opposed Phasing: N/S-1, E/W-2 or Both-3?		0				0				0				0					
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0			
		ATSAC-1 or ATSAC+ATCS-2?		1		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0			
		Override Capacity		0				0				0				0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	52	1	52	0	52	52	0	56	1	56	0	56	1	56						
	Left-Through		0							0				0							
	Through	315	1	315	0	315	315	31	369	1	369	0	369	1	369						
	Through-Right		0							0				0							
	Right	266	1	266	0	266	170	3	288	1	183	0	288	1	183						
	Left-Through-Right		0							0				0							
SOUTHBOUND	Left	40	1	40	0	40	40	0	43	1	43	0	43	1	43						
	Left-Through		0							0				0							
	Through	62	1	62	0	62	62	4	70	1	70	0	70	1	70						
	Through-Right		0							0				0							
	Right	37	1	37	0	37	37	0	40	1	40	0	40	1	40						
	Left-Through-Right		0							0				0							
EASTBOUND	Left	80	0	80	0	80	80	0	86	0	86	0	86	0	86						
	Left-Through		1							1				1							
	Through	259	0	339	22	281	361	-8	270	0	356	22	292	0	378						
	Through-Right		0							0				0							
	Right	35	1	9	0	35	9	0	38	1	10	0	38	1	10						
	Left-Through-Right		0							0				0							
WESTBOUND	Left	193	0	193	0	193	193	3	210	0	210	0	210	0	210						
	Left-Through		1							1				1							
	Through	194	0	229	51	245	315	6	214	0	289	51	265	0	340						
	Through-Right		1							1				1							
	Right	70	0	229	0	70	0	0	75	0	0	0	75	0	0						
	Left-Through-Right		0							0				0							
CRITICAL VOLUMES		North-South:		355	North-South:		355	North-South:		412	North-South:		412								
		East-West:		532	East-West:		554	East-West:		586	East-West:		588								
		SUM:		887	SUM:		909	SUM:		978	SUM:		1000								
VOLUME/CAPACITY (V/C) RATIO:				0.591			0.606			0.652			0.667								
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.521			0.536			0.552			0.567								
LEVEL OF SERVICE (LOS):				A			A			A			A								

REMARKS:

Version: 11 Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project:	0.015	Δv/c after mitigation:	N/A
Significant impacted?	NO	Fully mitigated?	N/A

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Results\_AnalysisB1 (without ELU credit).xls



## Level of Service Worksheet (Circular 212 Method)



I/S #: 10	North-South Street: GLENDON AVE.	Year of Count: 2008	Ambient Growth (%): 1	Conducted by: DN	Date: 6/7/2013															
	East-West Street: LINDBROOK DR.	Projection Year: 2015	Peak Hour: PM	Reviewed by: RK	Project: UCLA Lot 36: Scenario B1															
No. of Phases: 2 Opposed Ø'ing: N/S-1, EW-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 0 SB-- 0 EB-- 0 WB-- 2 ATSAC-1 or ATSAC+ATCS-2? 1 Override Capacity 0		NB-- 0 SB-- 0 EB-- 0 WB-- 2		NB-- 0 SB-- 0 EB-- 0 WB-- 2																
MOVEMENT		EXISTING PLUS PROJECT			FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION											
		EXISTING CONDITION			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	58	1	58	0	58	58	0	62	1	62	0	62	1	62					
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through	218	1	218	0	218	218	12	246	1	246	0	246	1	246					
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
SOUTHBOUND	Right	200	1	15	0	200	15	13	227	1	22	0	227	1	22					
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Right	103	1	103	0	103	103	0	110	1	110	0	110	1	110					
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
EASTBOUND	Through	196	1	196	0	196	196	59	269	1	269	0	269	1	269					
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Right	61	1	61	0	61	61	0	65	1	65	0	65	1	65					
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
WESTBOUND	Left-Right	59	1	59	0	59	59	0	63	0	63	0	63	0	63					
	Left	254	0	313	77	331	390	11	283	0	346	77	360	0	423					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through-Right	51	1	22	0	51	22	0	55	1	24	0	55	1	24					
CRITICAL VOLUMES	Left-Through-Right	370	0	370	0	370	370	14	411	0	411	0	411	0	411					
	Left-Right	1	1	1	0	1	1	0	1	1	1	0	1	1	1					
	Through	357	0	418	49	406	467	-20	363	0	428	49	412	0	477					
	Through-Right	61	1	0	0	61	0	0	65	0	0	0	65	0	0					
		North-South: 321	North-South: 321		North-South: 356		North-South: 356		East-West: 757		East-West: 834		SUM: 1190		SUM: 1190					
		East-West: 683	East-West: 760		East-West: 757		East-West: 834		SUM: 1113		SUM: 1190		SUM: 1190							
		SUM: 1004	SUM: 1081		SUM: 1113		SUM: 1190		SUM: 1113		SUM: 1190		SUM: 1190							
VOLUME/CAPACITY (V/C) RATIO:		0.669		0.721		0.742		0.793		0.669		0.693		0.693						
W/C LESS ATSAC/ATCS ADJUSTMENT:		0.599		0.651		0.642		0.693		0.693		0.693		0.693						
LEVEL OF SERVICE (LOS):		A		B		B		B		B		B		B						

REMARKS:

Version: 11 Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.051      Δv/c after mitigation: N/A  
 Significant Impacted? NO      Fully mitigated? N/A













## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>GAYLEY AVE.</b>	Year of Count: <b>2008</b>	Ambient Growth: (%): <b>1</b>	Conducted by: <b>DN</b>	Date: <b>6/10/2013</b>														
<b>7</b>	East-West Street: <b>WILSHIRE BLVD.</b>	Projection Year: <b>2015</b>	Peak Hour: <b>AM</b>	Reviewed by: <b>RK</b>	Project: <b>UCLA Lot 36: Scenario B2</b>														
No. of Phases: <b>4</b> Opposed Phasing: NIS-1, E/W-2 or Both-3? <b>0</b> Right Turns: FREE-1, NRTOR-2 or OLA-3? <b>3</b> ATSC-1 or ATSC+ATCS-2? <b>0</b> Override Capacity <b>0</b>		NB-- <b>0</b> SB-- <b>3</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>3</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>3</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>3</b> EB-- <b>0</b> WB-- <b>0</b>														
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>		<b>EXISTING PLUS PROJECT</b>		<b>FUTURE CONDITION W/O PROJECT</b>		<b>FUTURE CONDITION W/ PROJECT</b>		<b>FUTURE W/ PROJECT W/ MITIGATION</b>									
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	87	1	87	0	87	87	0	93	1	93	0	93	1	93				
	Left-Through		0							0			0						
	Through	321	2	161	0	321	161	9	353	2	177	0	353	2	177				
	Through-Right		0							0			0						
	Right	53	1	26	0	53	26	0	57	1	28	0	57	1	28				
	Left-Through-Right		0							0			0						
<b>SOUTHBOUND</b>	Left	82	1	82	10	92	92	16	104	1	104	10	114	1	114				
	Left-Through		0							0			0						
	Through	120	1	120	0	120	120	1	130	1	130	0	130	1	130				
	Through-Right		0							0			0						
	Right	285	2	0	22	308	0	21	328	2	0	22	350	2	0				
	Left-Through-Right		0							0			0						
<b>EASTBOUND</b>	Left	568	2	312	9	577	317	76	685	2	377	9	694	2	382				
	Left-Through		0							0			0						
	Through	2598	3	696	0	2598	696	119	2904	3	968	0	2904	3	968				
	Through-Right		1							0			0						
	Right	184	0	184	0	184	184	0	197	1	151	0	197	1	151				
	Left-Through-Right		0							0			0						
<b>WESTBOUND</b>	Left	54	1	54	0	54	54	0	58	1	58	0	58	1	58				
	Left-Through		0							0			0						
	Through	2082	3	548	0	2082	549	172	2404	3	801	0	2404	3	801				
	Through-Right		1							0			0						
	Right	110	0	110	4	114	114	10	128	1	76	4	132	1	75				
	Left-Through-Right		0							0			0						
<b>CRITICAL VOLUMES</b>		North-South: 243 East-West: 860 SUM: 1103			North-South: 253 East-West: 866 SUM: 1119			North-South: 281 East-West: 1178 SUM: 1459			North-South: 291 East-West: 1183 SUM: 1474								
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.802			0.814			1.061			1.072						
<b>V/C LESS ATSC/ATCS ADJUSTMENT:</b>				0.732			0.744			0.961			0.972						
<b>LEVEL OF SERVICE (LOS):</b>				C			C			E			E						

REMARKS:

Version: 11 Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.011	Δv/c after mitigation:	N/A
Significant Impacted?	YES	Fully mitigated?	N/A



## Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: GAYLEY AVE.	Year of Count: 2008	Ambient Growth (%): 1		Conducted by: DN		Date: 6/10/2013											
	East-West Street: WILSHIRE BLVD.	Projection Year: 2015	Peak Hour: PM		Reviewed by: RK		Project: UCLA Lot 36: Scenario B2											
No. of Phases: 4 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 0 SB-- 3 EB-- 0 WB-- 0 ATSAAC-1 or ATSAAC+ATCS-2? 1 Override Capacity: 1169		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1169		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1169		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1169		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1169										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	115	1	115	0	115	115	0	123	1	123	0	123	1	123			
	Left-Through		0															
	Through	184	2	92	0	184	92	4	201	2	101	0	201	2	101			
	Through-Right	44	1	28	0	44	28	0	47	1	30	0	47	1	30			
SOUTHBOUND	Left	159	1	159	9	168	168	35	205	1	205	9	214	1	214			
	Left-Through		0															
	Through	259	1	259	0	259	259	18	296	1	296	0	296	1	296			
	Through-Right	672	2	204	21	693	197	121	841	2	275	21	862	2	268			
EASTBOUND	Left	301	2	166	33	334	184	18	341	2	188	33	374	2	206			
	Left-Through		0															
	Through	1940	3	510	0	1940	510	304	2384	3	795	0	2384	3	795			
	Through-Right	100	1	100	0	100	100	0	107	1	46	0	107	1	46			
WESTBOUND	Left	32	1	32	0	32	32	0	34	1	34	0	34	1	34			
	Left-Through		0															
	Through	1890	3	505	0	1890	509	302	2328	3	776	0	2328	3	776			
	Through-Right	130	1	130	15	145	145	23	162	1	60	15	177	1	70			
CRITICAL VOLUMES		North-South: 374 East-West: 671 SUM: 1045		North-South: 374 East-West: 693 SUM: 1067		North-South: 419 East-West: 864 SUM: 1383		North-South: 419 East-West: 982 SUM: 1401										
VOLUME/CAPACITY (V/C) RATIO:			0.894			0.913		1.183						1.198				
W/C LESS ATSAAC/ATCS ADJUSTMENT:			0.824			0.843		1.083						1.098				
LEVEL OF SERVICE (LOS):			D			D		F						F				

REMARKS: Override capacity adjusted manually

Version: 11 Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.015      Δv/c after mitigation: N/A  
 Significant Impacted? YES      Fully mitigated? N/A





## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	WESTWOOD BLVD.	Year of Count: 2008		Ambient Growth: (%): 1		Conducted by: DN		Date: 6/10/2013									
	East-West Street:	WILSHIRE BLVD.	Projection Year: 2015		Peak Hour: PM		Reviewed by: RK		Project: UCLA Lot 36: Scenario B2									
8	No. of Phases		4		4		4		4									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0									
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3		3		3		3									
	ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0									
	Override Capacity		1		1		2		2									
			1031		1031		1031		1031									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	157	5	162	162	8	176	1	176	5	181	1	181				
	Left-Through	0	0						0				0					
	Through	2	202	8	447	205	23	494	2	227	8	502	2	230				
	Through-Right	1							1				1					
SOUTHBOUND	Right	0	167	0	167	167	9	188	0	188	0	188	0	188				
	Right-Through-Right	0							0				0					
	Left-Through-Right	0							0				0					
	Left-Right	1	123	6	129	129	28	160	1	160	6	166	1	166				
EASTBOUND	Left-Through	0	0						0				0					
	Through	2	210	5	533	211	64	630	2	256	5	635	2	257				
	Through-Right	1							1				1					
	Right	1	0	0	310	0	61	393	1	0	0	393	1	0				
WESTBOUND	Left-Through-Right	0							0				0					
	Left-Right	0							0				0					
	Left	2	123	0	223	123	23	262	2	144	0	262	2	144				
	Left-Through	0	0						0				0					
WESTBOUND	Through	3	482	6	1724	484	288	2130	3	710	6	2136	3	712				
	Through-Right	1							0				0					
	Right	1	209	3	212	212	25	249	1	161	3	252	1	162				
	Left-Through-Right	0							0				0					
CRITICAL VOLUMES	Left-Through-Right	2	124	0	225	124	12	253	2	139	0	253	2	139				
	Left-Right	0	0						0				0					
	Left	3	422	10	1608	427	249	1962	3	654	10	1972	3	657				
	Right	1	88	10	98	98	5	99	1	19	10	109	1	26				
LEVEL OF SERVICE (LOS):	Left-Through-Right	0	88	10	98	98	5	99	1	19	10	109	1	26				
	Left-Right	0							0				0					
	Left	2	124	0	225	124	12	253	2	139	0	253	2	139				
VOLUME/CAPACITY (V/C) RATIO:	Left-Through	0	0						0				0					
	Through	3	422	10	1608	427	249	1962	3	654	10	1972	3	657				
	Through-Right	1	88	10	98	98	5	99	1	19	10	109	1	26				
W/C LESS ATSAC/ATCS ADJUSTMENT:	Right	1	209	3	212	212	25	249	1	161	3	252	1	162				
	Left-Through-Right	0							0				0					
	Left-Right	0							0				0					
LEVEL OF SERVICE (LOS):	Left-Through-Right	0	88	10	98	98	5	99	1	19	10	109	1	26				
	Left-Right	0							0				0					
	Left	2	124	0	225	124	12	253	2	139	0	253	2	139				
VOLUME/CAPACITY (V/C) RATIO:	Left-Through	0	0						0				0					
	Through	3	422	10	1608	427	249	1962	3	654	10	1972	3	657				
	Through-Right	1	88	10	98	98	5	99	1	19	10	109	1	26				
W/C LESS ATSAC/ATCS ADJUSTMENT:	Right	1	209	3	212	212	25	249	1	161	3	252	1	162				
	Left-Through-Right	0							0				0					
	Left-Right	0							0				0					
LEVEL OF SERVICE (LOS):	Left-Through-Right	0	88	10	98	98	5	99	1	19	10	109	1	26				
	Left-Right	0							0				0					
	Left	2	124	0	225	124	12	253	2	139	0	253	2	139				
VOLUME/CAPACITY (V/C) RATIO:	Left-Through	0	0						0				0					
	Through	3	422	10	1608	427	249	1962	3	654	10	1972	3	657				
	Through-Right	1	88	10	98	98	5	99	1	19	10	109	1	26				
W/C LESS ATSAC/ATCS ADJUSTMENT:	Right	1	209	3	212	212	25	249	1	161	3	252	1	162				
	Left-Through-Right	0							0				0					
	Left-Right	0							0				0					
LEVEL OF SERVICE (LOS):	Left-Through-Right	0	88	10	98	98	5	99	1	19	10	109	1	26				
	Left-Right	0							0				0					
	Left	2	124	0	225	124	12	253	2	139	0	253	2	139				
VOLUME/CAPACITY (V/C) RATIO:	Left-Through	0	0						0				0					
	Through	3	422	10	1608	427	249	1962	3	654	10	1972	3	657				
	Through-Right	1	88	10	98	98	5	99	1	19	10	109	1	26				
W/C LESS ATSAC/ATCS ADJUSTMENT:	Right	1	209	3	212	212	25	249	1	161	3	252	1	162				
	Left-Through-Right	0							0				0					
	Left-Right	0							0				0					
LEVEL OF SERVICE (LOS):	Left-Through-Right	0	88	10	98	98	5	99	1	19	10	109	1	26				
	Left-Right	0							0				0					
	Left	2	124	0	225	124	12	253	2	139	0	253	2	139				
VOLUME/CAPACITY (V/C) RATIO:	Left-Through	0	0						0				0					
	Through	3	422	10	1608	427	249	1962	3	654	10	1972	3	657				
	Through-Right	1	88	10	98	98	5	99	1	19	10	109	1	26				
W/C LESS ATSAC/ATCS ADJUSTMENT:	Right	1	209	3	212	212	25	249	1	161	3	252	1	162				
	Left-Through-Right	0							0				0					
	Left-Right	0							0				0					
LEVEL OF SERVICE (LOS):	Left-Through-Right	0	88	10	98	98	5	99	1	19	10	109	1	26				
	Left-Right	0							0				0					
	Left	2	124	0	225	124	12	253	2	139	0	253	2	139				
VOLUME/CAPACITY (V/C) RATIO:	Left-Through	0	0						0				0					
	Through	3	422	10	1608	427	249	1962	3	654	10	1972	3	657				
	Through-Right	1	88	10	98	98	5	99	1	19	10	109	1	26				
W/C LESS ATSAC/ATCS ADJUSTMENT:	Right	1	209	3	212	212	25	249	1	161	3	252	1	162				
	Left-Through-Right	0							0				0					
	Left-Right	0							0				0					
LEVEL OF SERVICE (LOS):	Left-Through-Right	0	88	10	98	98	5	99	1	19	10	109	1	26				
	Left-Right	0							0				0					
	Left	2	124	0	225	124	12	253	2	139	0	253	2	139				
VOLUME/CAPACITY (V/C) RATIO:	Left-Through	0	0						0				0					
	Through	3	422	10	1608	427	249	1962	3	654	10	1972	3	657				
	Through-Right	1	88	10	98	98	5	99	1	19	10	109	1	26				
W/C LESS ATSAC/ATCS ADJUSTMENT:	Right	1	209	3	212	212	25	249	1	161	3	252	1	162				
	Left-Through-Right	0							0				0					
	Left-Right	0			</													



## Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		GLENDON AVE.		Year of Count:		2008		Ambient Growth: (%)		1		Conducted by:		DN		Date:		6/10/2013		
	10	East-West Street:		LINDBROOK DR.		Projection Year:		2015		Peak Hour:		AM		Reviewed by:		RK		Project:		UCLA Lot 36: Scenario B2	
		No. of Phases		2				2				2				2					
		Opposed $\emptyset$ ing: N/S-1, E/W-2 or Both-3?		0				0				0				0					
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0				0				0				0					
		ATSAC-1 or ATSAC+ATCS-2?		1				1				1				1					
		Override Capacity		0				0				0				0					
		NB--		0				0				0				0					
		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
		NB--		0				0				0				0					
		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
		NB--		0				0				0				0					
		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
		NB--		0				0				0				0					
		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
		NB--		0				0				0				0					
		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
		NB--		0				0				0				0					
		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
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		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
		NB--		0				0				0				0					
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		WB--		0				0				0				0					
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		SB--		0				0				0				0					
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		WB--		0				0				0				0					
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		EB--		0				0				0				0					
		WB--		0				0				0				0					
		NB--		0				0				0				0					
		SB--		0				0				0				0					
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		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
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		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
		NB--		0				0				0				0					
		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
		NB--		0				0				0				0					
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		EB--		0				0				0				0					
		WB--		0				0				0				0					
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		EB--		0				0				0				0					
		WB--		0				0				0				0					
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		SB--		0				0				0				0					
		EB--		0				0				0				0					
		WB--		0				0				0				0					
		NB--		0				0				0				0					
		SB--		0				0				0				0					
		EB--		0				0				0									

