

Appendix N

Alternatives Appendix

Appendix N.1

Alternatives Traffic Memo



DRAFT

MEMORANDUM

TO: Pei-Ming Chou, Eyestone Environmental

FROM: Patrick A. Gibson, P.E., PTOE, Emily Wong, P.E., and Casey Le, EIT

DATE: March 9, 2018

RE: Traffic Analysis of Project Alternatives for the
Modera Argyle Project
Hollywood, California

Ref: J1522

This memorandum presents the findings of a traffic evaluation of the alternatives (Alternatives) to the proposed development of the Modera Argyle Project (Project) and the alternate Project option (Supermarket Option) located at 1546 Argyle Avenue in the Hollywood community of the City of Los Angeles, California. The traffic assessment of Alternatives was prepared consistent with the methodology, assumptions, and analysis presented in *Transportation Impact Study for the Modera Argyle Project* (Gibson Transportation Consulting, Inc., March 2018) (Transportation Study).

PROJECT DESCRIPTION

As discussed in the Transportation Study, the Project proposes to remove the existing office, retail, and warehouse uses, which comprise of approximately 62,000 square feet (sf) of floor area, as well as the associated surface parking lot, and construct a mixed-use development comprised of up to 276 residential units and approximately 24,000 sf of ground floor neighborhood-serving commercial space that would contain 9,000 sf of retail uses and 15,000 sf of restaurant uses. An alternate Project option was also analyzed in the Transportation Study in the event that the ground floor neighborhood-serving commercial space is developed with a 27,000 sf supermarket (Supermarket Option) instead of the retail and restaurant uses.

ALTERNATIVES

The following four Alternatives to the proposed Project were identified:

- Alternative 1 – No Project Alternative
- Alternative 2 – Zoning Compliant Alternative
- Alternative 3 – Reduced Project Alternative
- Alternative 4 – Community Plan Update Compliant Alternative

Alternative 1 – No Project Alternative would maintain the existing uses currently occupying the site, including warehouse space, office space, and commercial uses, and would include no new development.

Alternative 2 – Zoning Compliant Alternative would include a development program consisting of 57,604 sf of retail use and 15,000 sf of restaurant use.

Alternative 3 – Reduced Project Alternative would include a development program similar to the Project, with 207 apartment units, 9,000 sf of retail use and 9,000 sf of restaurant use.

Alternative 4 – Community Plan Update Compliant Alternative would include 200 apartment units, 15,000 sf of restaurant use and 33,500 sf of office space.

The existing uses on the site would be removed with the development of Alternatives 2, 3, and 4.

TRIP GENERATION

Trip generation estimates for each Project Alternative were developed using published rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) and trip adjustment assumptions consistent with the Transportation Study. The trip generation estimates of the Project are summarized in Table 1 and detailed in Table 2. As shown in Table 2, the Project is estimated to generate a total of 2,013 net new daily trips, with 170 net new morning peak hour trips (43 inbound, 127 outbound) and 179 net new afternoon peak hour trips (128 inbound, 51 outbound). The trip generation estimates of the Supermarket Option are summarized in Table 1 and detailed in Table 3. As shown in Table 3, the Supermarket Option is estimated to generate a total of 1,971 net new daily trips, with 117 net new morning peak hour trips (16 inbound, 101 outbound) and 192 net new afternoon peak hour trips (128 inbound, 64 outbound).

Alternative 1 – No Project Alternative

Since Alternative 1 would maintain the existing uses currently occupying the site and would not include any new development, no new trips are generated.

Alternative 2 – Zoning Compliant Alternative

As detailed above, the development program of Alternative 2 would include 57,604 sf of retail use and 15,000 sf of restaurant use. Trip generation rates for shopping center and high turnover restaurant uses were applied. As detailed in Table 4, Alternative 2 would generate a total of 1,159 net new daily trips, with 65 net new morning peak hour trips (28 inbound, 37 outbound) and 96 net new afternoon peak hour trips (64 inbound, 32 outbound).

Alternative 3 – Reduced Project Alternative

As detailed above, the development program of Alternative 3 would be similar to the Project and would include 207 apartment units, 9,000 sf of retail use and 9,000 sf of restaurant use. Therefore, the same trip generation rates and trip adjustments were applied. As detailed in Table 5, Alternative 3 would generate a total of 1,207 net new daily trips, with 106 net new morning peak hour trips (18 inbound, 88 outbound) and 112 net new afternoon peak hour trips (86 inbound, 26 outbound).

Alternative 4 – Community Plan Update Compliant Alternative

As detailed above, Alternative 3 would include 200 apartment units, 15,000 sf of restaurant use and 33,500 sf of office space. Trip generation rates for apartments, high turnover restaurant, and general office uses were applied. As shown in Table 6, Alternative 4 would generate a total of 1,767 net new daily trips, with 178 net new morning peak hour trips (73 inbound, 105 outbound) and 172 net new afternoon peak hour trips (106 inbound, 66 outbound).

Summary

The trip generation estimates for each Alternative are summarized in Table 1. As shown, Alternatives 1 to 3 would generate fewer peak hour trips during both the morning and afternoon peak hour than the Project and Supermarket Option. Alternative 4 would generate more morning peak hour trips and fewer afternoon peak hour trips than the Project and Supermarket Option.

TRAFFIC IMPACT ANALYSIS

The distribution patterns and analysis methodology described in the Transportation Study were utilized to analyze the potential traffic impacts of each Alternative. Traffic impacts were evaluated for both Existing and Future Conditions without and with the addition of each Project Alternative.

As detailed above, Alternative 1 would not generate any net new trips to the Project Site, therefore, no significant impacts are anticipated and no mitigation is required.

As shown in Tables 7 to 16, similar to the Project and Supermarket Option, Alternatives 2, 3, and 4 would not result in a significant impact at any of the 22 signalized study intersections under Existing with Project Conditions or Future with Project Conditions. Therefore, no mitigation would be required.

Detailed level of service calculation worksheets for Alternatives 2, 3, and 4 are provided in Attachment A, B, and C, respectively.

SUMMARY

Consistent with the conclusions presented in the Transportation Study for the Project and Supermarket Option, none of the four analyzed Alternatives would result in a significant impact at any of the 22 signalized study intersections. Therefore, no mitigation would be required.

TABLE 1
PROJECT ALTERNATIVES SUMMARY

Alternative	Trip Generation							Number of Impacts
	Daily	AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Project (276 apartment units, 9,000 sf retail & 15,000 sf restaurant)	2,013	43	127	170	128	51	179	0
Supermarket Option (276 apartment units & 27,000 sf supermarket)	1,971	16	101	117	128	64	192	0
Alternative 1 - No Project Alternative	0	0	0	0	0	0	0	0
Alternative 2 - Zoning Compliant Alternative (57,604 sf retail & 15,000 sf restaurant)	1,159	28	37	65	64	32	96	0
Alternative 3 - Reduced Density Alternative (207 apartment units, 9,000 sf retail & 9,000 sf restaurant)	1,207	18	88	106	86	26	112	0
Alternative 4 - Community Plan Update Compliant Alternative (200 apartment units, 15,000 sf restaurant & 33,500 sf office)	1,767	73	105	178	106	66	172	0

**TABLE 2
TRIP GENERATION - PROJECT**

Land Use	ITE Land Use Code	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Warehouse	150	per ksf	3.56	79%	21%	0.30	25%	75%	0.32
Apartment	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
General Office Building	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.7	62%	38%	0.96	48%	52%	3.71
Specialty Retail	826	per ksf	44.32	N/A	N/A	N/A	44%	56%	2.71
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Proposed Project									
Apartment Less 15% Transit/Walk-In Adjustment [b]	220	276 du	1,835 (275)	28 (4)	113 (17)	141 (21)	111 (17)	60 (9)	171 (26)
Subtotal - Apartment			1,560	24	96	120	94	51	145
Retail Less 20% Internal Capture [c] Less 15% Transit/Walk-In Adjustment [b] Less 50% Pass-by Reduction [d]	820	9 ksf	384 (77) (46) (131)	6 (1) (1) (2)	3 (1) 0 (1)	9 (2) (1) (3)	16 (3) (2) (6)	17 (3) (2) (6)	33 (6) (4) (12)
Subtotal - Retail			130	2	1	3	5	6	11
Restaurant Less 20% Internal Capture [c] Less 15% Transit/Walk-In Adjustment [b] Less 20% Pass-by Reduction [d]	932	15 ksf	1,907 (381) (229) (259)	89 (18) (11) (12)	73 (15) (9) (10)	162 (33) (20) (22)	89 (18) (11) (12)	59 (12) (7) (8)	148 (30) (18) (20)
Subtotal - Restaurant			1,038	48	39	87	48	32	80
Total - Proposed Project			2,728	74	136	210	147	89	236
Existing Uses to be Removed									
Warehouse Less 15% Transit/Walk-In Adjustment [b]	150	32.634 ksf	116 (17)	8 (1)	2 0	10 (1)	3 0	7 (1)	10 (1)
Subtotal - Commercial			99	7	2	9	3	6	9
Office Less 15% Transit/Walk-In Adjustment [b]	710	15.182 ksf	167 (25)	21 (3)	3 0	24 (3)	4 (1)	19 (3)	23 (4)
Subtotal - Commercial			142	18	3	21	3	16	19
Commercial Less 15% Transit/Walk-In Adjustment [b] Less 10% Pass-by Reduction [d]	826 [e]	14 ksf	620 (93) (53)	8 (1) (1)	5 (1) 0	13 (2) (1)	17 (3) (1)	21 (3) (2)	38 (6) (3)
Subtotal - Commercial			474	6	4	10	13	16	29
Total - Existing Uses to be Removed			715	31	9	40	19	38	57
Net New Project Trips			2,013	43	127	170	128	51	179

du: dwelling unit

ksf: 1,000 square feet

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

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Vine station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Transportation Impact Study Guidelines* (LADOT, December 2016).

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.

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

[e] In the absence of available AM peak hour trip rates for Specialty Retail (ITE 826) uses in *Trip Generation, 9th Edition*, AM rates for Shopping Center (ITE 820) uses were applied.

**TABLE 3
TRIP GENERATION - SUPERMARKET OPTION**

Land Use	ITE Land Use Code	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Warehouse	150	per ksf	3.56	79%	21%	0.30	25%	75%	0.32
Apartment	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
General Office Building	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.7	62%	38%	0.96	48%	52%	3.71
Specialty Retail	826	per ksf	44.32	N/A	N/A	N/A	44%	56%	2.71
Supermarket	850	per ksf	102.24	62%	38%	3.40	51%	49%	9.48
Proposed Project									
Apartment Less 15% Transit/Walk-In Adjustment [b]	220	276 du	1,835 (275)	28 (4)	113 (17)	141 (21)	111 (17)	60 (9)	171 (26)
Subtotal - Apartment			1,560	24	96	120	94	51	145
Supermarket Less 20% Internal Capture [c] Less 15% Transit/Walk-In Adjustment [b] Less 40% Pass-by Reduction [d]	850	27 ksf	2,760 (552) (331) (751)	57 (11) (7) (16)	35 (7) (4) (10)	92 (18) (11) (26)	131 (26) (16) (36)	125 (25) (15) (34)	256 (51) (31) (70)
Subtotal - Supermarket			1,126	23	14	37	53	51	104
Total - Proposed Project			2,686	47	110	157	147	102	249
Existing Uses to be Removed									
Warehouse Less 15% Transit/Walk-In Adjustment [b]	150	32.634 ksf	116 (17)	8 (1)	2 0	10 (1)	3 0	7 (1)	10 (1)
Subtotal - Commercial			99	7	2	9	3	6	9
Office Less 15% Transit/Walk-In Adjustment [b]	710	15.182 ksf	167 (25)	21 (3)	3 0	24 (3)	4 (1)	19 (3)	23 (4)
Subtotal - Commercial			142	18	3	21	3	16	19
Commercial Less 15% Transit/Walk-In Adjustment [b] Less 10% Pass-by Reduction [d]	826 [e]	14 ksf	620 (93) (53)	8 (1) (1)	5 (1) 0	13 (2) (1)	17 (3) (1)	21 (3) (2)	38 (6) (3)
Subtotal - Commercial			474	6	4	10	13	16	29
Total - Existing Uses to be Removed			715	31	9	40	19	38	57
Net New Project Trips			1,971	16	101	117	128	64	192

du: dwelling unit

ksf: 1,000 square feet

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

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Vine station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Transportation Impact Study Guidelines* (LADOT, December 2016).

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.

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

[e] In the absence of available AM peak hour trip rates for Specialty Retail (ITE 826) uses in *Trip Generation, 9th Edition*, AM rates for Shopping Center (ITE 820) uses were applied.

TABLE 4
TRIP GENERATION - ALTERNATIVE 2

Land Use	ITE Land Use Code	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Warehouse	150	per ksf	3.56	79%	21%	0.30	25%	75%	0.32
Apartment	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
General Office Building	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.7	62%	38%	0.96	48%	52%	3.71
Specialty Retail	826	per ksf	44.32	N/A	N/A	N/A	44%	56%	2.71
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Proposed Project									
Apartment	220	0 du	0	0	0	0	0	0	0
Less 15% Transit/Walk-In Adjustment [b]			0	0	0	0	0	0	0
Subtotal - Apartment			0	0	0	0	0	0	0
Retail	820	57.604 ksf	2,460	34	21	55	103	111	214
Less 20% Internal Capture [c]			(492)	(7)	(4)	(11)	(21)	(22)	(43)
Less 15% Transit/Walk-In Adjustment [b]			(295)	(4)	(3)	(7)	(12)	(13)	(25)
Less 50% Pass-by Reduction [d]			(837)	(12)	(7)	(19)	(35)	(38)	(73)
Subtotal - Retail			836	11	7	18	35	38	73
Restaurant	932	15 ksf	1,907	89	73	162	89	59	148
Less 20% Internal Capture [c]			(381)	(18)	(15)	(33)	(18)	(12)	(30)
Less 15% Transit/Walk-In Adjustment [b]			(229)	(11)	(9)	(20)	(11)	(7)	(18)
Less 20% Pass-by Reduction [d]			(259)	(12)	(10)	(22)	(12)	(8)	(20)
Subtotal - Restaurant			1,038	48	39	87	48	32	80
Total - Proposed Project			1,874	59	46	105	83	70	153
Existing Uses to be Removed									
Warehouse	150	32.634 ksf	116	8	2	10	3	7	10
Less 15% Transit/Walk-In Adjustment [b]			(17)	(1)	0	(1)	0	(1)	(1)
Subtotal - Commercial			99	7	2	9	3	6	9
Office	710	15.182 ksf	167	21	3	24	4	19	23
Less 15% Transit/Walk-In Adjustment [b]			(25)	(3)	0	(3)	(1)	(3)	(4)
Subtotal - Commercial			142	18	3	21	3	16	19
Commercial	826 [e]	14 ksf	620	8	5	13	17	21	38
Less 15% Transit/Walk-In Adjustment [b]			(93)	(1)	(1)	(2)	(3)	(3)	(6)
Less 10% Pass-by Reduction [d]			(53)	(1)	0	(1)	(1)	(2)	(3)
Subtotal - Commercial			474	6	4	10	13	16	29
Total - Existing Uses to be Removed			715	31	9	40	19	38	57
Net New Project Trips			1,159	28	37	65	64	32	96

du: dwelling unit

ksf: 1,000 square feet

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

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Vine station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Transportation Impact Study Guidelines* (LADOT, December 2016).

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.

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

[e] In the absence of available AM peak hour trip rates for Specialty Retail (ITE 826) uses in *Trip Generation, 9th Edition*, AM rates for Shopping Center (ITE 820) uses were applied.

TABLE 5
TRIP GENERATION - ALTERNATIVE 3

Land Use	ITE Land Use Code	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Warehouse	150	per ksf	3.56	79%	21%	0.30	25%	75%	0.32
Apartment	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
General Office Building	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.7	62%	38%	0.96	48%	52%	3.71
Specialty Retail	826	per ksf	44.32	N/A	N/A	N/A	44%	56%	2.71
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Proposed Project									
Apartment Less 15% Transit/Walk-In Adjustment [b]	220	207 du	1,377 (207)	21 (3)	85 (13)	106 (16)	83 (12)	45 (7)	128 (19)
Subtotal - Apartment			1,170	18	72	90	71	38	109
Retail Less 20% Internal Capture [c] Less 15% Transit/Walk-In Adjustment [b] Less 50% Pass-by Reduction [d]	820	9 ksf	384 (77) (46) (131)	6 (1) (1) (2)	3 (1) 0 (1)	9 (2) (1) (3)	16 (3) (2) (6)	17 (3) (2) (6)	33 (6) (4) (12)
Subtotal - Retail			130	2	1	3	5	6	11
Restaurant Less 20% Internal Capture [c] Less 15% Transit/Walk-In Adjustment [b] Less 20% Pass-by Reduction [d]	932	9 ksf	1,144 (229) (137) (156)	53 (11) (6) (7)	44 (9) (5) (6)	97 (20) (11) (13)	53 (11) (6) (7)	36 (7) (4) (5)	89 (18) (10) (12)
Subtotal - Restaurant			622	29	24	53	29	20	49
Total - Proposed Project			1,922	49	97	146	105	64	169
Existing Uses to be Removed									
Warehouse Less 15% Transit/Walk-In Adjustment [b]	150	32.634 ksf	116 (17)	8 (1)	2 0	10 (1)	3 0	7 (1)	10 (1)
Subtotal - Commercial			99	7	2	9	3	6	9
Office Less 15% Transit/Walk-In Adjustment [b]	710	15.182 ksf	167 (25)	21 (3)	3 0	24 (3)	4 (1)	19 (3)	23 (4)
Subtotal - Commercial			142	18	3	21	3	16	19
Commercial Less 15% Transit/Walk-In Adjustment [b] Less 10% Pass-by Reduction [d]	826 [e]	14 ksf	620 (93) (53)	8 (1) (1)	5 (1) 0	13 (2) (1)	17 (3) (1)	21 (3) (2)	38 (6) (3)
Subtotal - Commercial			474	6	4	10	13	16	29
Total - Existing Uses to be Removed			715	31	9	40	19	38	57
Net New Project Trips			1,207	18	88	106	86	26	112

du: dwelling unit

ksf: 1,000 square feet

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

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Vine station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Transportation Impact Study Guidelines* (LADOT, December 2016).

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.

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

[e] In the absence of available AM peak hour trip rates for Specialty Retail (ITE 826) uses in *Trip Generation, 9th Edition*, AM rates for Shopping Center (ITE 820) uses were applied.

TABLE 6
TRIP GENERATION - ALTERNATIVE 4

Land Use	ITE Land Use Code	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Warehouse	150	per ksf	3.56	79%	21%	0.30	25%	75%	0.32
Apartment	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
General Office Building	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.7	62%	38%	0.96	48%	52%	3.71
Specialty Retail	826	per ksf	44.32	N/A	N/A	N/A	44%	56%	2.71
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Proposed Project									
Apartment Less 15% Transit/Walk-In Adjustment [b]	220	200 du	1,330 (200)	20 (3)	82 (12)	102 (15)	81 (12)	43 (6)	124 (18)
Subtotal - Apartment			1,130	17	70	87	69	37	106
Restaurant Less 20% Internal Capture [c] Less 15% Transit/Walk-In Adjustment [b] Less 20% Pass-by Reduction [d]	932	15 ksf	1,907 (381) (229) (259)	89 (18) (11) (12)	73 (15) (9) (10)	162 (33) (20) (22)	89 (18) (11) (12)	59 (12) (7) (8)	148 (30) (18) (20)
Subtotal - Restaurant			1,038	48	39	87	48	32	80
Office Less 15% Transit/Walk-In Adjustment [b]	710	33.5 ksf	370 (56)	46 (7)	6 (1)	52 (8)	9 (1)	41 (6)	50 (7)
Subtotal - Office			314	39	5	44	8	35	43
Total - Proposed Project			2,482	104	114	218	125	104	229
Existing Uses to be Removed									
Warehouse Less 15% Transit/Walk-In Adjustment [b]	150	32.634 ksf	116 (17)	8 (1)	2 0	10 (1)	3 0	7 (1)	10 (1)
Subtotal - Commercial			99	7	2	9	3	6	9
Office Less 15% Transit/Walk-In Adjustment [b]	710	15.182 ksf	167 (25)	21 (3)	3 0	24 (3)	4 (1)	19 (3)	23 (4)
Subtotal - Commercial			142	18	3	21	3	16	19
Commercial Less 15% Transit/Walk-In Adjustment [b] Less 10% Pass-by Reduction [d]	826 [e]	14 ksf	620 (93) (53)	8 (1) (1)	5 (1) 0	13 (2) (1)	17 (3) (1)	21 (3) (2)	38 (6) (3)
Subtotal - Commercial			474	6	4	10	13	16	29
Total - Existing Uses to be Removed			715	31	9	40	19	38	57
Net New Project Trips			1,767	73	105	178	106	66	172

du: dwelling unit

ksf: 1,000 square feet

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

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Vine station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Transportation Impact Study Guidelines* (LADOT, December 2016).

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.

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

[e] In the absence of available AM peak hour trip rates for Specialty Retail (ITE 826) uses in *Trip Generation, 9th Edition*, AM rates for Shopping Center (ITE 820) uses were applied.

TABLE 7
EXISTING WITH PROJECT CONDITIONS
SIGNIFICANT IMPACT ANALYSIS AT SIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM PM	0.318 0.373	A A	0.320 0.375	A A	0.002 0.002	NO NO
2.	Argyle Avenue & Franklin Avenue / US-101 NB On-Ramp	AM PM	0.739 0.747	C C	0.748 0.751	C C	0.009 0.004	NO NO
3.	Gower Street & Franklin Avenue	AM PM	0.653 0.732	B C	0.657 0.736	B C	0.004 0.004	NO NO
4.	Ivar Avenue & Yucca Street	AM PM	0.213 0.267	A A	0.213 0.267	A A	0.000 0.000	NO NO
5.	Vine Street & Yucca Street	AM PM	0.489 0.456	A A	0.491 0.462	A A	0.002 0.006	NO NO
6.	Argyle Avenue & Yucca Street	AM PM	0.187 0.316	A A	0.187 0.319	A A	0.000 0.003	NO NO
7.	Gower Street & Carlos Avenue	AM PM	0.332 0.259	A A	0.332 0.259	A A	0.000 0.000	NO NO
8.	Ivar Avenue & Hollywood Boulevard	AM PM	0.526 0.495	A A	0.529 0.498	A A	0.003 0.003	NO NO
9.	Vine Street & Hollywood Boulevard	AM PM	0.736 0.679	D * D *	0.741 0.688	D * D *	0.005 0.009	NO NO
10.	Argyle Avenue & Hollywood Boulevard	AM PM	0.491 0.481	A A	0.497 0.487	A A	0.006 0.006	NO NO
11.	Gower Street & Hollywood Boulevard	AM PM	0.682 0.629	B B	0.685 0.639	B B	0.003 0.010	NO NO
12.	Ivar Avenue & Selma Avenue	AM PM	0.249 0.280	A A	0.255 0.297	A A	0.006 0.017	NO NO
13.	Vine Street & Selma Avenue	AM PM	0.561 0.544	A A	0.577 0.575	A A	0.016 0.031	NO NO
14.	Argyle Avenue & Selma Avenue	AM PM	0.405 0.344	A A	0.461 0.366	A A	0.056 0.022	NO NO
15.	Gower Street & Selma Avenue	AM PM	0.563 0.540	A A	0.572 0.552	A A	0.009 0.012	NO NO
16.	Vine Street & Sunset Boulevard	AM PM	0.784 0.861	D * D *	0.785 0.865	D * D *	0.001 0.004	NO NO
17.	Argyle Avenue & Sunset Boulevard	AM PM	0.385 0.319	A A	0.397 0.331	A A	0.012 0.012	NO NO
18.	El Centro Avenue & Sunset Boulevard	AM PM	0.396 0.544	A A	0.407 0.553	A A	0.011 0.009	NO NO
19.	Gower Street & Sunset Boulevard	AM PM	0.742 0.758	C C	0.748 0.762	C C	0.006 0.004	NO NO
20.	Bronson Avenue & Sunset Boulevard	AM PM	0.668 0.693	B B	0.670 0.697	B B	0.002 0.004	NO NO
21.	Van Ness Avenue & Sunset Boulevard	AM PM	0.610 0.737	B C	0.611 0.740	B C	0.001 0.003	NO NO
22.	Wilton Place & Sunset Boulevard	AM PM	0.525 0.582	A A	0.527 0.584	A A	0.002 0.002	NO NO

Notes

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

TABLE 8
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS AT SIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM PM	0.369 0.445	A A	0.371 0.446	A A	0.002 0.001	NO NO
2.	Argyle Avenue & Franklin Avenue / US-101 NB On-Ramp	AM PM	0.888 0.943	D E	0.897 0.947	D E	0.009 0.004	NO NO
3.	Gower Street & Franklin Avenue	AM PM	0.713 0.804	C D	0.717 0.808	C D	0.004 0.004	NO NO
4.	Ivar Avenue & Yucca Street	AM PM	0.262 0.325	A A	0.262 0.325	A A	0.000 0.000	NO NO
5.	Vine Street & Yucca Street	AM PM	0.603 0.597	B A	0.605 0.603	B B	0.002 0.006	NO NO
6.	Argyle Avenue & Yucca Street	AM PM	0.279 0.453	A A	0.281 0.456	A A	0.002 0.003	NO NO
7.	Gower Street & Carlos Avenue	AM PM	0.375 0.306	A A	0.376 0.307	A A	0.001 0.001	NO NO
8.	Ivar Avenue & Hollywood Boulevard	AM PM	0.629 0.621	B B	0.632 0.623	B B	0.003 0.002	NO NO
9.	Vine Street & Hollywood Boulevard	AM PM	0.904 0.897	F * F *	0.909 0.906	F * F *	0.005 0.009	NO NO
10.	Argyle Avenue & Hollywood Boulevard	AM PM	0.630 0.695	B B	0.636 0.702	B C	0.006 0.007	NO NO
11.	Gower Street & Hollywood Boulevard	AM PM	0.843 0.843	D D	0.847 0.852	D D	0.004 0.009	NO NO
12.	Ivar Avenue & Selma Avenue	AM PM	0.279 0.307	A A	0.285 0.325	A A	0.006 0.018	NO NO
13.	Vine Street & Selma Avenue	AM PM	0.645 0.628	B B	0.662 0.659	B B	0.017 0.031	NO NO
14.	Argyle Avenue & Selma Avenue	AM PM	0.443 0.383	A A	0.499 0.405	A A	0.056 0.022	NO NO
15.	Gower Street & Selma Avenue	AM PM	0.685 0.631	B B	0.695 0.643	B B	0.010 0.012	NO NO
16.	Vine Street & Sunset Boulevard	AM PM	0.957 1.109	F * F *	0.960 1.114	F * F *	0.003 0.005	NO NO
17.	Argyle Avenue & Sunset Boulevard	AM PM	0.485 0.449	A A	0.497 0.465	A A	0.012 0.016	NO NO
18.	El Centro Avenue & Sunset Boulevard	AM PM	0.507 0.695	A B	0.518 0.705	A C	0.011 0.010	NO NO
19.	Gower Street & Sunset Boulevard	AM PM	1.007 1.028	F F	1.013 1.033	F F	0.006 0.005	NO NO
20.	Bronson Avenue & Sunset Boulevard	AM PM	0.860 0.885	D D	0.861 0.889	D D	0.001 0.004	NO NO
21.	Van Ness Avenue & Sunset Boulevard	AM PM	0.746 0.940	C E	0.747 0.943	C E	0.001 0.003	NO NO
22.	Wilton Place & Sunset Boulevard	AM PM	0.605 0.737	B C	0.606 0.739	B C	0.001 0.002	NO NO

Notes

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

TABLE 9
EXISTING WITH PROJECT CONDITIONS - SUPERMARKET OPTION
SIGNIFICANT IMPACT ANALYSIS AT SIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions - Supermarket Option			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM PM	0.318 0.373	A A	0.320 0.375	A A	0.002 0.002	NO NO
2.	Argyle Avenue & Franklin Avenue / US-101 NB On-Ramp	AM PM	0.739 0.747	C C	0.747 0.752	C C	0.008 0.005	NO NO
3.	Gower Street & Franklin Avenue	AM PM	0.653 0.732	B C	0.657 0.736	B C	0.004 0.004	NO NO
4.	Ivar Avenue & Yucca Street	AM PM	0.213 0.267	A A	0.213 0.267	A A	0.000 0.000	NO NO
5.	Vine Street & Yucca Street	AM PM	0.489 0.456	A A	0.489 0.462	A A	0.000 0.006	NO NO
6.	Argyle Avenue & Yucca Street	AM PM	0.187 0.316	A A	0.187 0.320	A A	0.000 0.004	NO NO
7.	Gower Street & Carlos Avenue	AM PM	0.332 0.259	A A	0.332 0.259	A A	0.000 0.000	NO NO
8.	Ivar Avenue & Hollywood Boulevard	AM PM	0.526 0.495	A A	0.528 0.498	A A	0.002 0.003	NO NO
9.	Vine Street & Hollywood Boulevard	AM PM	0.736 0.679	D * D *	0.739 0.688	D * D *	0.003 0.009	NO NO
10.	Argyle Avenue & Hollywood Boulevard	AM PM	0.491 0.481	A A	0.495 0.489	A A	0.004 0.008	NO NO
11.	Gower Street & Hollywood Boulevard	AM PM	0.682 0.629	B B	0.683 0.639	B B	0.001 0.010	NO NO
12.	Ivar Avenue & Selma Avenue	AM PM	0.249 0.280	A A	0.251 0.297	A A	0.002 0.017	NO NO
13.	Vine Street & Selma Avenue	AM PM	0.561 0.544	A A	0.574 0.575	A A	0.013 0.031	NO NO
14.	Argyle Avenue & Selma Avenue	AM PM	0.405 0.344	A A	0.449 0.371	A A	0.044 0.027	NO NO
15.	Gower Street & Selma Avenue	AM PM	0.563 0.540	A A	0.570 0.552	A A	0.007 0.012	NO NO
16.	Vine Street & Sunset Boulevard	AM PM	0.784 0.861	D * D *	0.784 0.865	D * D *	0.000 0.004	NO NO
17.	Argyle Avenue & Sunset Boulevard	AM PM	0.385 0.319	A A	0.393 0.333	A A	0.008 0.014	NO NO
18.	El Centro Avenue & Sunset Boulevard	AM PM	0.396 0.544	A A	0.404 0.554	A A	0.008 0.010	NO NO
19.	Gower Street & Sunset Boulevard	AM PM	0.742 0.758	C C	0.745 0.762	C C	0.003 0.004	NO NO
20.	Bronson Avenue & Sunset Boulevard	AM PM	0.668 0.693	B B	0.669 0.697	B B	0.001 0.004	NO NO
21.	Van Ness Avenue & Sunset Boulevard	AM PM	0.610 0.737	B C	0.611 0.741	B C	0.001 0.004	NO NO
22.	Wilton Place & Sunset Boulevard	AM PM	0.525 0.582	A A	0.527 0.584	A A	0.002 0.002	NO NO

Notes

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

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2023) - SUPERMARKET OPTION
SIGNIFICANT IMPACT ANALYSIS AT SIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions - Supermarket Option			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM PM	0.369 0.445	A A	0.371 0.446	A A	0.002 0.001	NO NO
2.	Argyle Avenue & Franklin Avenue / US-101 NB On-Ramp	AM PM	0.888 0.943	D E	0.896 0.947	D E	0.008 0.004	NO NO
3.	Gower Street & Franklin Avenue	AM PM	0.713 0.804	C D	0.716 0.808	C D	0.003 0.004	NO NO
4.	Ivar Avenue & Yucca Street	AM PM	0.262 0.325	A A	0.262 0.325	A A	0.000 0.000	NO NO
5.	Vine Street & Yucca Street	AM PM	0.603 0.597	B A	0.604 0.603	B B	0.001 0.006	NO NO
6.	Argyle Avenue & Yucca Street	AM PM	0.279 0.453	A A	0.280 0.457	A A	0.001 0.004	NO NO
7.	Gower Street & Carlos Avenue	AM PM	0.375 0.306	A A	0.376 0.307	A A	0.001 0.001	NO NO
8.	Ivar Avenue & Hollywood Boulevard	AM PM	0.629 0.621	B B	0.631 0.623	B B	0.002 0.002	NO NO
9.	Vine Street & Hollywood Boulevard	AM PM	0.904 0.897	F * F *	0.906 0.906	F * F *	0.002 0.009	NO NO
10.	Argyle Avenue & Hollywood Boulevard	AM PM	0.630 0.695	B B	0.634 0.703	B C	0.004 0.008	NO NO
11.	Gower Street & Hollywood Boulevard	AM PM	0.843 0.843	D D	0.845 0.852	D D	0.002 0.009	NO NO
12.	Ivar Avenue & Selma Avenue	AM PM	0.279 0.307	A A	0.281 0.325	A A	0.002 0.018	NO NO
13.	Vine Street & Selma Avenue	AM PM	0.645 0.628	B B	0.659 0.659	B B	0.014 0.031	NO NO
14.	Argyle Avenue & Selma Avenue	AM PM	0.443 0.383	A A	0.487 0.410	A A	0.044 0.027	NO NO
15.	Gower Street & Selma Avenue	AM PM	0.685 0.631	B B	0.693 0.643	B B	0.008 0.012	NO NO
16.	Vine Street & Sunset Boulevard	AM PM	0.957 1.109	F * F *	0.958 1.114	F * F *	0.001 0.005	NO NO
17.	Argyle Avenue & Sunset Boulevard	AM PM	0.485 0.449	A A	0.493 0.466	A A	0.008 0.017	NO NO
18.	El Centro Avenue & Sunset Boulevard	AM PM	0.507 0.695	A B	0.515 0.705	A C	0.008 0.010	NO NO
19.	Gower Street & Sunset Boulevard	AM PM	1.007 1.028	F F	1.010 1.033	F F	0.003 0.005	NO NO
20.	Bronson Avenue & Sunset Boulevard	AM PM	0.860 0.885	D D	0.861 0.889	D D	0.001 0.004	NO NO
21.	Van Ness Avenue & Sunset Boulevard	AM PM	0.746 0.940	C E	0.747 0.943	C E	0.001 0.003	NO NO
22.	Wilton Place & Sunset Boulevard	AM PM	0.605 0.737	B C	0.606 0.739	B C	0.001 0.002	NO NO

Notes

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

TABLE 11
EXISTING WITH PROJECT CONDITIONS - ALTERNATIVE 2
SIGNIFICANT IMPACT ANALYSIS AT SIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Alternative 2 Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM PM	0.318 0.373	A A	0.318 0.373	A A	0.000 0.000	NO NO
2.	Argyle Avenue & Franklin Avenue / US-101 NB On-Ramp	AM PM	0.739 0.747	C C	0.741 0.749	C C	0.002 0.002	NO NO
3.	Gower Street & Franklin Avenue	AM PM	0.653 0.732	B C	0.655 0.735	B C	0.002 0.003	NO NO
4.	Ivar Avenue & Yucca Street	AM PM	0.213 0.267	A A	0.213 0.267	A A	0.000 0.000	NO NO
5.	Vine Street & Yucca Street	AM PM	0.489 0.456	A A	0.490 0.459	A A	0.001 0.003	NO NO
6.	Argyle Avenue & Yucca Street	AM PM	0.187 0.316	A A	0.187 0.317	A A	0.000 0.001	NO NO
7.	Gower Street & Carlos Avenue	AM PM	0.332 0.259	A A	0.332 0.259	A A	0.000 0.000	NO NO
8.	Ivar Avenue & Hollywood Boulevard	AM PM	0.526 0.495	A A	0.527 0.497	A A	0.001 0.002	NO NO
9.	Vine Street & Hollywood Boulevard	AM PM	0.736 0.679	D * D *	0.739 0.685	D * D *	0.003 0.006	NO NO
10.	Argyle Avenue & Hollywood Boulevard	AM PM	0.491 0.481	A A	0.494 0.484	A A	0.003 0.003	NO NO
11.	Gower Street & Hollywood Boulevard	AM PM	0.682 0.629	B B	0.684 0.633	B B	0.002 0.004	NO NO
12.	Ivar Avenue & Selma Avenue	AM PM	0.249 0.280	A A	0.253 0.289	A A	0.004 0.009	NO NO
13.	Vine Street & Selma Avenue	AM PM	0.561 0.544	A A	0.565 0.561	A A	0.004 0.017	NO NO
14.	Argyle Avenue & Selma Avenue	AM PM	0.405 0.344	A A	0.415 0.355	A A	0.010 0.011	NO NO
15.	Gower Street & Selma Avenue	AM PM	0.563 0.540	A A	0.566 0.545	A A	0.003 0.005	NO NO
16.	Vine Street & Sunset Boulevard	AM PM	0.784 0.861	D * D *	0.785 0.864	D * D *	0.001 0.003	NO NO
17.	Argyle Avenue & Sunset Boulevard	AM PM	0.385 0.319	A A	0.391 0.327	A A	0.006 0.008	NO NO
18.	El Centro Avenue & Sunset Boulevard	AM PM	0.396 0.544	A A	0.400 0.548	A A	0.004 0.004	NO NO
19.	Gower Street & Sunset Boulevard	AM PM	0.742 0.758	C C	0.745 0.760	C C	0.003 0.002	NO NO
20.	Bronson Avenue & Sunset Boulevard	AM PM	0.668 0.693	B B	0.669 0.695	B B	0.001 0.002	NO NO
21.	Van Ness Avenue & Sunset Boulevard	AM PM	0.610 0.737	B C	0.611 0.738	B C	0.001 0.001	NO NO
22.	Wilton Place & Sunset Boulevard	AM PM	0.525 0.582	A A	0.526 0.583	A A	0.001 0.001	NO NO

Notes

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

TABLE 12
FUTURE WITH PROJECT CONDITIONS (YEAR 2023) - ALTERNATIVE 2
SIGNIFICANT IMPACT ANALYSIS AT SIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Alternative 2 Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM PM	0.369 0.445	A A	0.369 0.445	A A	0.000 0.000	NO NO
2.	Argyle Avenue & Franklin Avenue / US-101 NB On-Ramp	AM PM	0.888 0.943	D E	0.891 0.944	D E	0.003 0.001	NO NO
3.	Gower Street & Franklin Avenue	AM PM	0.713 0.804	C D	0.714 0.807	C D	0.001 0.003	NO NO
4.	Ivar Avenue & Yucca Street	AM PM	0.262 0.325	A A	0.262 0.325	A A	0.000 0.000	NO NO
5.	Vine Street & Yucca Street	AM PM	0.603 0.597	B A	0.605 0.600	B A	0.002 0.003	NO NO
6.	Argyle Avenue & Yucca Street	AM PM	0.279 0.453	A A	0.279 0.454	A A	0.000 0.001	NO NO
7.	Gower Street & Carlos Avenue	AM PM	0.375 0.306	A A	0.375 0.306	A A	0.000 0.000	NO NO
8.	Ivar Avenue & Hollywood Boulevard	AM PM	0.629 0.621	B B	0.631 0.623	B B	0.002 0.002	NO NO
9.	Vine Street & Hollywood Boulevard	AM PM	0.904 0.897	F * F *	0.907 0.902	F * F *	0.003 0.005	NO NO
10.	Argyle Avenue & Hollywood Boulevard	AM PM	0.630 0.695	B B	0.633 0.699	B B	0.003 0.004	NO NO
11.	Gower Street & Hollywood Boulevard	AM PM	0.843 0.843	D D	0.845 0.847	D D	0.002 0.004	NO NO
12.	Ivar Avenue & Selma Avenue	AM PM	0.279 0.307	A A	0.283 0.316	A A	0.004 0.009	NO NO
13.	Vine Street & Selma Avenue	AM PM	0.645 0.628	B B	0.650 0.645	B B	0.005 0.017	NO NO
14.	Argyle Avenue & Selma Avenue	AM PM	0.443 0.383	A A	0.453 0.393	A A	0.010 0.010	NO NO
15.	Gower Street & Selma Avenue	AM PM	0.685 0.631	B B	0.689 0.636	B B	0.004 0.005	NO NO
16.	Vine Street & Sunset Boulevard	AM PM	0.957 1.109	F * F *	0.959 1.113	F * F *	0.002 0.004	NO NO
17.	Argyle Avenue & Sunset Boulevard	AM PM	0.485 0.449	A A	0.491 0.457	A A	0.006 0.008	NO NO
18.	El Centro Avenue & Sunset Boulevard	AM PM	0.507 0.695	A B	0.511 0.699	A B	0.004 0.004	NO NO
19.	Gower Street & Sunset Boulevard	AM PM	1.007 1.028	F F	1.009 1.030	F F	0.002 0.002	NO NO
20.	Bronson Avenue & Sunset Boulevard	AM PM	0.860 0.885	D D	0.861 0.887	D D	0.001 0.002	NO NO
21.	Van Ness Avenue & Sunset Boulevard	AM PM	0.746 0.940	C E	0.747 0.941	C E	0.001 0.001	NO NO
22.	Wilton Place & Sunset Boulevard	AM PM	0.605 0.737	B C	0.605 0.738	B C	0.000 0.001	NO NO

Notes

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

TABLE 13
EXISTING WITH PROJECT CONDITIONS - ALTERNATIVE 3
SIGNIFICANT IMPACT ANALYSIS AT SIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Alternative 3 Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM PM	0.318 0.373	A A	0.319 0.374	A A	0.001 0.001	NO NO
2.	Argyle Avenue & Franklin Avenue / US-101 NB On-Ramp	AM PM	0.739 0.747	C C	0.745 0.749	C C	0.006 0.002	NO NO
3.	Gower Street & Franklin Avenue	AM PM	0.653 0.732	B C	0.656 0.734	B C	0.003 0.002	NO NO
4.	Ivar Avenue & Yucca Street	AM PM	0.213 0.267	A A	0.213 0.267	A A	0.000 0.000	NO NO
5.	Vine Street & Yucca Street	AM PM	0.489 0.456	A A	0.489 0.460	A A	0.000 0.004	NO NO
6.	Argyle Avenue & Yucca Street	AM PM	0.187 0.316	A A	0.187 0.318	A A	0.000 0.002	NO NO
7.	Gower Street & Carlos Avenue	AM PM	0.332 0.259	A A	0.332 0.259	A A	0.000 0.000	NO NO
8.	Ivar Avenue & Hollywood Boulevard	AM PM	0.526 0.495	A A	0.528 0.497	A A	0.002 0.002	NO NO
9.	Vine Street & Hollywood Boulevard	AM PM	0.736 0.679	D * D *	0.739 0.685	D * D *	0.003 0.006	NO NO
10.	Argyle Avenue & Hollywood Boulevard	AM PM	0.491 0.481	A A	0.495 0.485	A A	0.004 0.004	NO NO
11.	Gower Street & Hollywood Boulevard	AM PM	0.682 0.629	B B	0.684 0.636	B B	0.002 0.007	NO NO
12.	Ivar Avenue & Selma Avenue	AM PM	0.249 0.280	A A	0.252 0.291	A A	0.003 0.011	NO NO
13.	Vine Street & Selma Avenue	AM PM	0.561 0.544	A A	0.573 0.564	A A	0.012 0.020	NO NO
14.	Argyle Avenue & Selma Avenue	AM PM	0.405 0.344	A A	0.442 0.353	A A	0.037 0.009	NO NO
15.	Gower Street & Selma Avenue	AM PM	0.563 0.540	A A	0.569 0.547	A A	0.006 0.007	NO NO
16.	Vine Street & Sunset Boulevard	AM PM	0.784 0.861	D * D *	0.784 0.863	D * D *	0.000 0.002	NO NO
17.	Argyle Avenue & Sunset Boulevard	AM PM	0.385 0.319	A A	0.393 0.327	A A	0.008 0.008	NO NO
18.	El Centro Avenue & Sunset Boulevard	AM PM	0.396 0.544	A A	0.403 0.550	A A	0.007 0.006	NO NO
19.	Gower Street & Sunset Boulevard	AM PM	0.742 0.758	C C	0.746 0.761	C C	0.004 0.003	NO NO
20.	Bronson Avenue & Sunset Boulevard	AM PM	0.668 0.693	B B	0.669 0.696	B B	0.001 0.003	NO NO
21.	Van Ness Avenue & Sunset Boulevard	AM PM	0.610 0.737	B C	0.611 0.739	B C	0.001 0.002	NO NO
22.	Wilton Place & Sunset Boulevard	AM PM	0.525 0.582	A A	0.527 0.583	A A	0.002 0.001	NO NO

Notes

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

TABLE 14
FUTURE WITH PROJECT CONDITIONS (YEAR 2023) - ALTERNATIVE 3
SIGNIFICANT IMPACT ANALYSIS AT SIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Alternative 3 Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM PM	0.369 0.445	A A	0.371 0.445	A A	0.002 0.000	NO NO
2.	Argyle Avenue & Franklin Avenue / US-101 NB On-Ramp	AM PM	0.888 0.943	D E	0.894 0.945	D E	0.006 0.002	NO NO
3.	Gower Street & Franklin Avenue	AM PM	0.713 0.804	C D	0.715 0.806	C D	0.002 0.002	NO NO
4.	Ivar Avenue & Yucca Street	AM PM	0.262 0.325	A A	0.262 0.325	A A	0.000 0.000	NO NO
5.	Vine Street & Yucca Street	AM PM	0.603 0.597	B A	0.604 0.601	B B	0.001 0.004	NO NO
6.	Argyle Avenue & Yucca Street	AM PM	0.279 0.453	A A	0.280 0.455	A A	0.001 0.002	NO NO
7.	Gower Street & Carlos Avenue	AM PM	0.375 0.306	A A	0.376 0.306	A A	0.001 0.000	NO NO
8.	Ivar Avenue & Hollywood Boulevard	AM PM	0.629 0.621	B B	0.631 0.622	B B	0.002 0.001	NO NO
9.	Vine Street & Hollywood Boulevard	AM PM	0.904 0.897	F * F *	0.907 0.903	F * F *	0.003 0.006	NO NO
10.	Argyle Avenue & Hollywood Boulevard	AM PM	0.630 0.695	B B	0.634 0.699	B B	0.004 0.004	NO NO
11.	Gower Street & Hollywood Boulevard	AM PM	0.843 0.843	D D	0.845 0.849	D D	0.002 0.006	NO NO
12.	Ivar Avenue & Selma Avenue	AM PM	0.279 0.307	A A	0.281 0.319	A A	0.002 0.012	NO NO
13.	Vine Street & Selma Avenue	AM PM	0.645 0.628	B B	0.657 0.648	B B	0.012 0.020	NO NO
14.	Argyle Avenue & Selma Avenue	AM PM	0.443 0.383	A A	0.480 0.392	A A	0.037 0.009	NO NO
15.	Gower Street & Selma Avenue	AM PM	0.685 0.631	B B	0.692 0.638	B B	0.007 0.007	NO NO
16.	Vine Street & Sunset Boulevard	AM PM	0.957 1.109	F * F *	0.959 1.112	F * F *	0.002 0.003	NO NO
17.	Argyle Avenue & Sunset Boulevard	AM PM	0.485 0.449	A A	0.493 0.459	A A	0.008 0.010	NO NO
18.	El Centro Avenue & Sunset Boulevard	AM PM	0.507 0.695	A B	0.514 0.701	A C	0.007 0.006	NO NO
19.	Gower Street & Sunset Boulevard	AM PM	1.007 1.028	F F	1.011 1.032	F F	0.004 0.004	NO NO
20.	Bronson Avenue & Sunset Boulevard	AM PM	0.860 0.885	D D	0.861 0.887	D D	0.001 0.002	NO NO
21.	Van Ness Avenue & Sunset Boulevard	AM PM	0.746 0.940	C E	0.747 0.942	C E	0.001 0.002	NO NO
22.	Wilton Place & Sunset Boulevard	AM PM	0.605 0.737	B C	0.605 0.739	B C	0.000 0.002	NO NO

Notes

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

TABLE 15
EXISTING WITH PROJECT CONDITIONS - ALTERNATIVE 4
SIGNIFICANT IMPACT ANALYSIS AT SIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Alternative 4 Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM PM	0.318 0.373	A A	0.319 0.374	A A	0.001 0.001	NO NO
2.	Argyle Avenue & Franklin Avenue / US-101 NB On-Ramp	AM PM	0.739 0.747	C C	0.747 0.752	C C	0.008 0.005	NO NO
3.	Gower Street & Franklin Avenue	AM PM	0.653 0.732	B C	0.656 0.736	B C	0.003 0.004	NO NO
4.	Ivar Avenue & Yucca Street	AM PM	0.213 0.267	A A	0.213 0.267	A A	0.000 0.000	NO NO
5.	Vine Street & Yucca Street	AM PM	0.489 0.456	A A	0.492 0.461	A A	0.003 0.005	NO NO
6.	Argyle Avenue & Yucca Street	AM PM	0.187 0.316	A A	0.187 0.320	A A	0.000 0.004	NO NO
7.	Gower Street & Carlos Avenue	AM PM	0.332 0.259	A A	0.333 0.259	A A	0.001 0.000	NO NO
8.	Ivar Avenue & Hollywood Boulevard	AM PM	0.526 0.495	A A	0.529 0.497	A A	0.003 0.002	NO NO
9.	Vine Street & Hollywood Boulevard	AM PM	0.736 0.679	D * D *	0.743 0.687	D * D *	0.007 0.008	NO NO
10.	Argyle Avenue & Hollywood Boulevard	AM PM	0.491 0.481	A A	0.497 0.489	A A	0.006 0.008	NO NO
11.	Gower Street & Hollywood Boulevard	AM PM	0.682 0.629	B B	0.687 0.637	B B	0.005 0.008	NO NO
12.	Ivar Avenue & Selma Avenue	AM PM	0.249 0.280	A A	0.259 0.294	A A	0.010 0.014	NO NO
13.	Vine Street & Selma Avenue	AM PM	0.561 0.544	A A	0.575 0.570	A A	0.014 0.026	NO NO
14.	Argyle Avenue & Selma Avenue	AM PM	0.405 0.344	A A	0.459 0.374	A A	0.054 0.030	NO NO
15.	Gower Street & Selma Avenue	AM PM	0.563 0.540	A A	0.573 0.551	A A	0.010 0.011	NO NO
16.	Vine Street & Sunset Boulevard	AM PM	0.784 0.861	D * D *	0.787 0.864	D * D *	0.003 0.003	NO NO
17.	Argyle Avenue & Sunset Boulevard	AM PM	0.385 0.319	A A	0.399 0.332	A A	0.014 0.013	NO NO
18.	El Centro Avenue & Sunset Boulevard	AM PM	0.396 0.544	A A	0.409 0.554	A A	0.013 0.010	NO NO
19.	Gower Street & Sunset Boulevard	AM PM	0.742 0.758	C C	0.749 0.762	C C	0.007 0.004	NO NO
20.	Bronson Avenue & Sunset Boulevard	AM PM	0.668 0.693	B B	0.670 0.697	B B	0.002 0.004	NO NO
21.	Van Ness Avenue & Sunset Boulevard	AM PM	0.610 0.737	B C	0.612 0.740	B C	0.002 0.003	NO NO
22.	Wilton Place & Sunset Boulevard	AM PM	0.525 0.582	A A	0.527 0.583	A A	0.002 0.001	NO NO

Notes

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

TABLE 16
FUTURE WITH PROJECT CONDITIONS (YEAR 2023) - ALTERNATIVE 4
SIGNIFICANT IMPACT ANALYSIS AT SIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Alternative 4 Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM PM	0.369 0.445	A A	0.371 0.445	A A	0.002 0.000	NO NO
2.	Argyle Avenue & Franklin Avenue / US-101 NB On-Ramp	AM PM	0.888 0.943	D E	0.896 0.947	D E	0.008 0.004	NO NO
3.	Gower Street & Franklin Avenue	AM PM	0.713 0.804	C D	0.715 0.808	C D	0.002 0.004	NO NO
4.	Ivar Avenue & Yucca Street	AM PM	0.262 0.325	A A	0.262 0.325	A A	0.000 0.000	NO NO
5.	Vine Street & Yucca Street	AM PM	0.603 0.597	B A	0.607 0.602	B B	0.004 0.005	NO NO
6.	Argyle Avenue & Yucca Street	AM PM	0.279 0.453	A A	0.280 0.457	A A	0.001 0.004	NO NO
7.	Gower Street & Carlos Avenue	AM PM	0.375 0.306	A A	0.376 0.307	A A	0.001 0.001	NO NO
8.	Ivar Avenue & Hollywood Boulevard	AM PM	0.629 0.621	B B	0.631 0.623	B B	0.002 0.002	NO NO
9.	Vine Street & Hollywood Boulevard	AM PM	0.904 0.897	F * F *	0.911 0.905	F * F *	0.007 0.008	NO NO
10.	Argyle Avenue & Hollywood Boulevard	AM PM	0.630 0.695	B B	0.635 0.703	B C	0.005 0.008	NO NO
11.	Gower Street & Hollywood Boulevard	AM PM	0.843 0.843	D D	0.849 0.851	D D	0.006 0.008	NO NO
12.	Ivar Avenue & Selma Avenue	AM PM	0.279 0.307	A A	0.289 0.321	A A	0.010 0.014	NO NO
13.	Vine Street & Selma Avenue	AM PM	0.645 0.628	B B	0.659 0.654	B B	0.014 0.026	NO NO
14.	Argyle Avenue & Selma Avenue	AM PM	0.443 0.383	A A	0.497 0.413	A A	0.054 0.030	NO NO
15.	Gower Street & Selma Avenue	AM PM	0.685 0.631	B B	0.696 0.642	B B	0.011 0.011	NO NO
16.	Vine Street & Sunset Boulevard	AM PM	0.957 1.109	F * F *	0.961 1.114	F * F *	0.004 0.005	NO NO
17.	Argyle Avenue & Sunset Boulevard	AM PM	0.485 0.449	A A	0.498 0.463	A A	0.013 0.014	NO NO
18.	El Centro Avenue & Sunset Boulevard	AM PM	0.507 0.695	A B	0.519 0.705	A C	0.012 0.010	NO NO
19.	Gower Street & Sunset Boulevard	AM PM	1.007 1.028	F F	1.014 1.033	F F	0.007 0.005	NO NO
20.	Bronson Avenue & Sunset Boulevard	AM PM	0.860 0.885	D D	0.862 0.889	D D	0.002 0.004	NO NO
21.	Van Ness Avenue & Sunset Boulevard	AM PM	0.746 0.940	C E	0.748 0.943	C E	0.002 0.003	NO NO
22.	Wilton Place & Sunset Boulevard	AM PM	0.605 0.737	B C	0.606 0.739	B C	0.001 0.002	NO NO

Notes

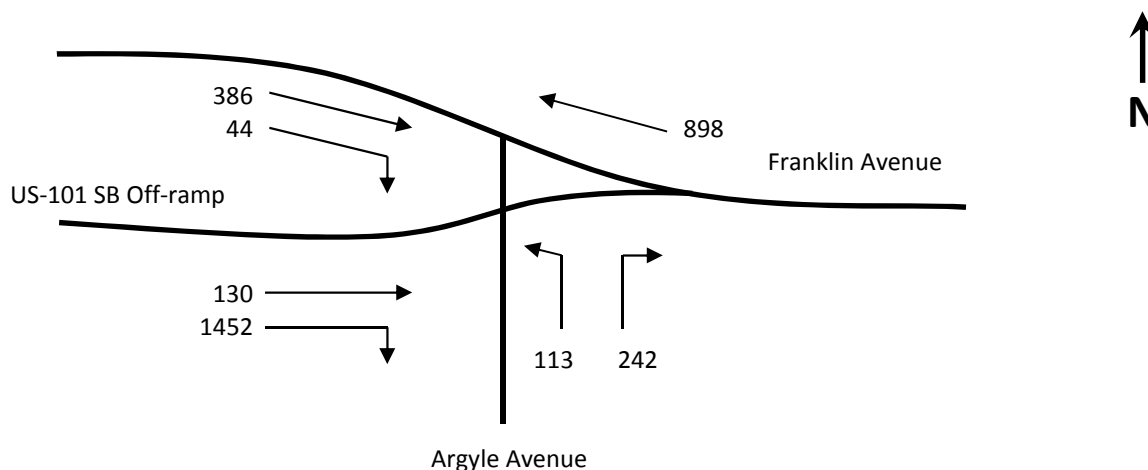
* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

Attachment A

***Alternative 2
Level of Service Worksheets***

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

Existing with Project Alternative 2 Conditions - AM Peak Hour



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

$$\text{Westbound Through: } \frac{898}{2} = 449 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{386}{2} = 193 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 130$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{449}$$

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

$$\text{Northbound Left + Right: } \frac{113 + 242}{2} = \frac{355}{2} = 178 \quad \text{or}$$

$$\text{Northbound Right: } 242 \quad \text{or}$$

$$\text{Eastbound Right (Franklin): } 44$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{178}$$

$$\text{Critical Volume: } 449 + 178 = \mathbf{627}$$

$$\text{Intersection V/C: } \frac{627}{1500} = \mathbf{0.418}$$

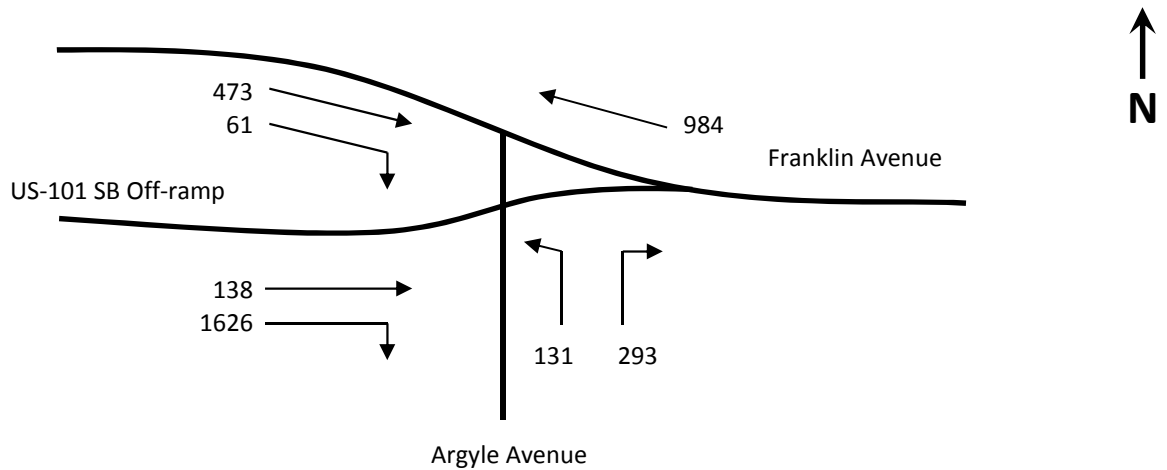
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.318}$$

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

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

Future with Project Alternative 2 Conditions (Year 2023) - AM Peak Hour



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

$$\text{Westbound Through:} \quad \frac{984}{2} = 492 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{473}{2} = 237 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 138$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{492}$$

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

$$\text{Northbound Left + Right:} \quad \frac{131 + 293}{2} = \frac{424}{2} = 212 \quad \text{or}$$

$$\text{Northbound Right:} \quad 293 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 61$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{212}$$

$$\text{Critical Volume:} \quad 492 + 212 = \mathbf{704}$$

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

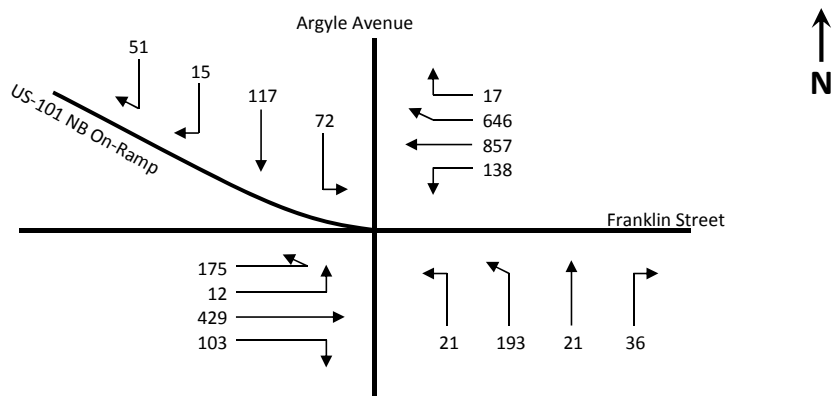
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

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

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

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

Existing with Project Alternative 2 Conditions - AM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

$$175 + 12 = 187 \quad \text{and}$$

Westbound Throughs + Rights:

$$\frac{857 + 646 + 17}{2} = \frac{1520}{2} = 760 \quad \text{or}$$

$$\text{Westbound Rights: } 646 + 17 = 663 \quad \text{or}$$

$$\text{Westbound Lefts: } 138 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{429}{2} = 215 \quad \text{or}$$

$$\text{Eastbound Rights: } 103$$

$$\text{Critical Volume \#1 (CV1): } 947$$

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

Northbound Lefts + Throughs:

$$\frac{21 + 193 + 21}{2} = \frac{235}{2} = 118 \quad \text{or}$$

$$\text{Northbound Rights: } 36 - 0.5 \times \text{WBL} = 0$$

$$\text{Critical Volume \#2 (CV2): } 118$$

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

$$\text{Southbound Lefts: } 72 \quad \text{or}$$

Southbound Throughs + Rights:

$$\frac{117 + 15 + 51}{2} = \frac{183}{2} = 92 \quad \text{or}$$

$$\text{Southbound Rights: } 15 + 51 = 66$$

$$\text{Critical Volume \#3 (CV3): } 92$$

$$\text{Critical Volume: } 947 + 118 + 92 = 1157$$

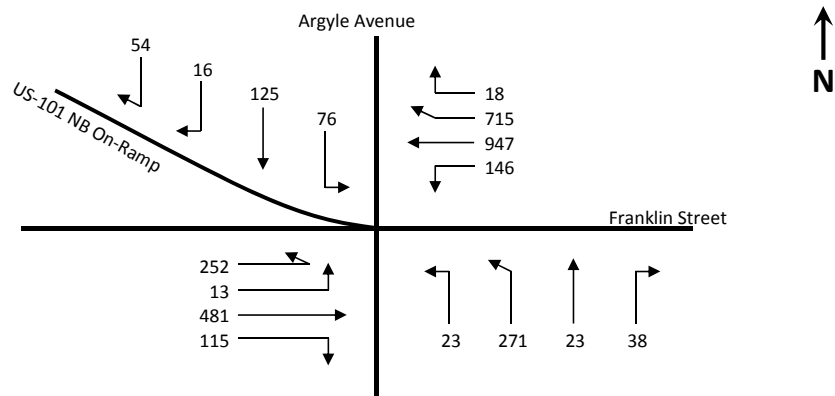
$$\text{Intersection V/C: } \frac{1157}{1375} = 0.841$$

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

$$\text{Final intersection V/C: } 0.741 \quad \text{Intersection LOS: } C$$

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

Future with Project Alternative 2 Conditions (Year 2023) - AM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:
 $252 + 13 = 265$ and

Westbound Throughs + Rights:

$$\frac{947 + 715 + 18}{2} = \frac{1680}{2} = 840 \quad \text{or}$$

Westbound Rights: $715 + 18 = 733$ or

Westbound Lefts: 146 and

Eastbound Throughs: $\frac{481}{2} = 241$ or

Eastbound Rights: 115

Critical Volume #1 (CV1): **1105**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{23 + 271 + 23}{2} = \frac{317}{2} = 159 \quad \text{or}$$

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

Critical Volume #2 (CV2): **159**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 76 or

Southbound Throughs + Rights:

$$\frac{125 + 16 + 54}{2} = \frac{195}{2} = 98 \quad \text{or}$$

Southbound Rights: $16 + 54 = 70$

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

Critical Volume: $1105 + 159 + 98 = 1362$

Intersection V/C: $\frac{1362}{1375} = 0.991$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.891**

Intersection LOS: **D**

Alt 2 - AM.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ivar Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18									
4	East-West Street:	Yucca St	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Moderia Argyle - Alt 2									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
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										
Override Capacity		2	2		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	29	0	29	0	29	29	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through	3	0	75	0	3	75	0	3	0	80	0	3	0	80	0	3	0	80
	Through-Right	43	0	0	0	43	0	0	46	0	0	0	46	0	0	0	46	0	0
	Right		1							1				1				1	
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through	10	0	20	0	10	20	0	11	0	21	0	11	0	21	0	11	0	21
	Through-Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Right		1							1				1				1	
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through	63	1	63	0	63	63	44	111	1	111	0	111	1	111	0	111	1	111
	Through-Right	48	1	48	0	48	48	0	51	1	51	0	51	1	51	0	51	1	51
	Right		0							0				0				0	
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	330	1	330	0	330	330	0	350	1	350	0	350	1	350	0	350	1	350
	Left-Through	175	1	175	0	175	175	29	215	1	215	0	215	1	215	0	215	1	215
	Through-Right	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Right		0							0				0				0	
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 77 East-West: 393 SUM: 470	North-South: 77 East-West: 393 SUM: 470		North-South: 82 East-West: 461 SUM: 543		North-South: 82 East-West: 461 SUM: 543		North-South: 82 East-West: 461 SUM: 543										
VOLUME/CAPACITY (V/C) RATIO:		0.313	0.313		0.362		0.362		0.362										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.213	0.213		0.262		0.262		0.262										
LEVEL OF SERVICE (LOS):		A	A		A		A		A										

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18			
5		East-West Street:			Yucca St			Projection Year:			2023		Peak Hour:			AM		Reviewed by:				Project:		Modera Argyle - Alt 2			
No. of Phases					2			2					2					2					2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0					0					0					0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0					NB-- 0 SB-- 0					NB-- 0 SB-- 0					NB-- 0 SB-- 0				
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				
Override Capacity					2			2					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	66	1	66	0	66	66	16	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86				
	Left-Through		0							0				0				0			0						
	Through	350	1	248	0	350	248	48	420	1	302	0	420	1	302	0	420	1	302	0	420	1	302				
	Through-Right		1							1				1				1			1						
	Right	146	0	146	0	146	146	28	183	0	183	0	183	0	183	0	183	0	183	0	183	0	183				
	Left-Through-Right		0							0				0				0			0						
Left-Right		0								0				0				0			0						
SOUTHBOUND	Left	100	1	100	0	100	100	0	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106				
	Left-Through		0							0				0				0			0						
	Through	1019	1	679	4	1023	681	108	1190	1	775	4	1194	1	777	0	1194	1	777	0	1194	1	777				
	Through-Right		1							1				1				1			1						
	Right	338	0	338	0	338	338	0	359	0	359	0	359	0	359	0	359	0	359	0	359	0	359				
	Left-Through-Right		0							0				0				0			0						
Left-Right		0								0				0				0			0						
EASTBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5				
	Left-Through		0							0				0				0			0						
	Through	60	1	60	0	60	60	14	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78				
	Through-Right		0							0				0				0			0						
	Right	38	1	5	0	38	5	22	62	1	19	0	62	1	19	0	62	1	19	0	62	1	19				
	Left-Through-Right		0							0				0				0			0						
Left-Right		0								0				0				0			0						
WESTBOUND	Left	78	1	78	0	78	78	33	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116				
	Left-Through		0							0				0				0			0						
	Through	135	1	71	0	135	71	8	151	1	79	0	151	1	79	0	151	1	79	0	151	1	79				
	Through-Right		1							1				1				1			1						
	Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7				
	Left-Through-Right		0							0				0				0			0						
Left-Right		0								0				0				0			0						
CRITICAL VOLUMES					North-South: 745			North-South: 747			North-South: 861			North-South: 863			North-South: 863										
					East-West: 138			East-West: 138			East-West: 194			East-West: 194			East-West: 194										
					SUM: 883			SUM: 885			SUM: 1055			SUM: 1057			SUM: 1057										
VOLUME/CAPACITY (V/C) RATIO:					0.589			0.590			0.703			0.705			0.705										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.489			0.490			0.603			0.605			0.605										
LEVEL OF SERVICE (LOS):					A			A			B			B			B										

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
6		East-West Street: Yucca St			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 2			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 1		NB-- 0	SB-- 1		NB-- 0	SB-- 1		NB-- 0	SB-- 1		NB-- 0	SB-- 1				
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2		2		2			
Override Capacity		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	0	9	9	10	20	0	20	0	20	0	20	0	20	0	20
	Left-Through		1							1			1					1	
	Through	143	0	79	6	149	82	45	197	0	119	6	203	0	122	0	203	0	122
	Through-Right		1							1			1					1	
	Right	5	0	79	0	5	82	15	20	0	119	0	20	0	122	0	20	0	122
	Left-Through-Right		0							0			0					0	
Left-Right		0							0			0					0		
SOUTHBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		1							1			1					1	
	Through	206	0	105	0	206	105	0	219	0	111	0	219	0	111	0	219	0	111
	Through-Right		1							1			1					1	
	Right	1	1	0	0	1	0	1	2	1	0	0	2	1	0	0	2	1	0
	Left-Through-Right		0							0			0					0	
Left-Right		0							0			0					0		
EASTBOUND	Left	143	1	143	0	143	143	21	173	1	173	0	173	1	173	0	173	1	173
	Left-Through		0							0			0					0	
	Through	22	1	22	0	22	22	13	36	1	36	0	36	1	36	0	36	1	36
	Through-Right		0							0			0					0	
	Right	118	1	118	0	118	118	8	133	1	133	0	133	1	133	0	133	1	133
	Left-Through-Right		0							0			0					0	
Left-Right		0							0			0					0		
WESTBOUND	Left	39	1	39	0	39	39	18	59	1	59	0	59	1	59	0	59	1	59
	Left-Through		0							0			0					0	
	Through	137	0	173	0	137	173	30	175	0	265	0	175	0	265	0	175	0	265
	Through-Right		1							1			1					1	
	Right	36	0	0	0	36	0	52	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0			0					0	
Left-Right		0							0			0					0		
CRITICAL VOLUMES		North-South: 114 East-West: 316 SUM: 430			North-South: 114 East-West: 316 SUM: 430			North-South: 131 East-West: 438 SUM: 569				North-South: 131 East-West: 438 SUM: 569				North-South: 131 East-West: 438 SUM: 569			
VOLUME/CAPACITY (V/C) RATIO:		0.287			0.287			0.379				0.379				0.379			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.187			0.187			0.279				0.279				0.279			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
7		East-West Street: Carlos Ave			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 2			
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	322	1	169	2	324	170	34	376	1	197	2	378	1	198	0	378	1	198
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		1							1				1				1	
	Through	836	0	455	1	837	455	46	933	0	506	1	934	0	506	0	934	0	506
	Through-Right		1							1				1				1	
	Right	47	0	455	0	47	455	0	50	0	506	0	50	0	506	0	50	0	506
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	6	0	60	0	6	60	0	6	0	63	0	6	0	63	0	6	0	63
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
WESTBOUND	Left	31	0	31	0	31	31	2	35	0	35	0	35	0	35	0	35	0	35
	Left-Through		0							0				0				0	
	Through	4	0	67	0	4	67	0	4	0	73	0	4	0	73	0	4	0	73
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	34	0	0	0	34	0	0	0	34	0	0
	Left-Through-Right		1							1				1				1	
CRITICAL VOLUMES		North-South: 488 East-West: 127 SUM: 615			North-South: 488 East-West: 127 SUM: 615			North-South: 541 East-West: 136 SUM: 677				North-South: 541 East-West: 136 SUM: 677				North-South: 541 East-West: 136 SUM: 677			
VOLUME/CAPACITY (V/C) RATIO:		0.432			0.432			0.475				0.475				0.475			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.332			0.332			0.375				0.375				0.375			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Ivar Ave			Year of Count:			2017		Ambient Growth: (%):			1		Conducted by:		GTC		Date:		3/7/18	
8		East-West Street:			Hollywood Blvd			Projection Year:			2023		Peak Hour:			AM		Reviewed by:				Project:		Modera Argyle - Alt 2	
No. of Phases					2			2			2			2			2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
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					
Override Capacity					2			2			2			2			2			2			2		
					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	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16		
	Left-Through		0							0				0				0			0				
	Through	45	0	112	0	45	112	0	48	0	119	0	48	0	119	0	48	0	119	0	48	0	119		
	Through-Right		0							0				0				0			0				
	Right	52	0	0	0	52	0	0	55	0	0	0	55	0	0	0	55	0	0	0	55	0	0		
	Left-Through-Right		1							1				1				1			1				
	Left-Right		0							0				0				0			0				
SOUTHBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13		
	Left-Through		0							0				0				0			0				
	Through	274	0	341	0	274	341	0	291	0	362	0	291	0	362	0	291	0	362	0	291	0	362		
	Through-Right		0							0				0				0			0				
	Right	55	0	0	0	55	0	0	58	0	0	0	58	0	0	0	58	0	0	0	58	0	0		
	Left-Through-Right		1							1				1				1			1				
	Left-Right		0							0				0				0			0				
EASTBOUND	Left	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21	0	21	1	21		
	Left-Through		0							0				0				0			0				
	Through	537	1	278	3	540	280	301	871	1	446	3	874	1	447	0	874	1	447	0	874	1	447		
	Through-Right		1							1				1				1			1				
	Right	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20	0	20	0	20		
	Left-Through-Right		0							0				0				0			0				
	Left-Right		0							0				0				0			0				
WESTBOUND	Left	76	1	76	0	76	76	0	81	1	81	0	81	1	81	0	81	1	81	0	81	1	81		
	Left-Through		0							0				0				0			0				
	Through	1082	1	563	4	1086	565	193	1342	1	695	4	1346	1	697	0	1346	1	697	0	1346	1	697		
	Through-Right		1							1				1				1			1				
	Right	44	0	44	0	44	44	0	47	0	47	0	47	0	47	0	47	0	47	0	47	0	47		
	Left-Through-Right		0							0				0				0			0				
	Left-Right		0							0				0				0			0				
CRITICAL VOLUMES					North-South: 356			North-South: 356			North-South: 378				North-South: 378				North-South: 378						
					East-West: 583			East-West: 585			East-West: 716				East-West: 718				East-West: 718						
					SUM: 939			SUM: 941			SUM: 1094				SUM: 1096				SUM: 1096						
VOLUME/CAPACITY (V/C) RATIO:					0.626			0.627			0.729				0.731				0.731						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.526			0.527			0.629				0.631				0.631						
LEVEL OF SERVICE (LOS):					A			A			B				B				B						

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18	
9		East-West Street:			Hollywood Blvd			Projection Year:			2023		Peak Hour:			AM		Reviewed by:				Project:		Modera Argyle - Alt 2	
No. of Phases					3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0								
Override Capacity					2			2			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	90	1	90	0	90	90	2	98	1	98	0	98	1	98	0	98	1	98						
	Left-Through		0							0				0				0							
	Through	530	2	265	0	530	265	71	634	2	317	0	634	2	317	0	634	2	317						
	Through-Right		0							0				0				0							
	Right	197	1	148	0	197	148	5	214	1	161	0	214	1	161	0	214	1	161						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	36	1	36	0	36	36	22	60	1	60	0	60	1	60	0	60	1	60						
	Left-Through		0							0				0				0							
	Through	1076	1	603	4	1080	605	96	1238	1	695	4	1242	1	697	0	1242	1	697						
	Through-Right		1							1				1				1							
	Right	130	0	130	0	130	130	14	152	0	152	0	152	0	152	0	152	0	152						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	23	1	23	0	23	23	16	40	1	40	0	40	1	40	0	40	1	40						
	Left-Through		0							0				0				0							
	Through	475	2	238	3	478	239	276	780	2	390	3	783	2	392	0	783	2	392						
	Through-Right		0							0				0				0							
	Right	60	1	0	0	60	0	10	74	1	0	0	74	1	0	0	74	1	0						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	99	1	99	0	99	99	1	106	1	106	0	106	1	106	0	106	1	106						
	Left-Through		0							0				0				0							
	Through	924	1	476	4	928	478	177	1158	1	598	4	1162	1	600	0	1162	1	600						
	Through-Right		1							1				1				1							
	Right	27	0	27	0	27	27	8	37	0	37	0	37	0	37	0	37	0	37						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 693 East-West: 499 SUM: 1192			North-South: 695 East-West: 501 SUM: 1196			North-South: 793 East-West: 638 SUM: 1431			North-South: 795 East-West: 640 SUM: 1435			North-South: 795 East-West: 640 SUM: 1435								
VOLUME/CAPACITY (V/C) RATIO:					0.836			0.839			1.004			1.007			1.007								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.736			0.739			0.904			0.907			0.907								
LEVEL OF SERVICE (LOS):					C			C			E			E			E								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
10		East-West Street: Hollywood Blvd			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 2				
No. of Phases		2			2			2			2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0				
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				
Override Capacity		2			2			2			2		2		2				
		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	32	1	32	4	36	36	0	34	1	34	4	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	81	1	81	6	87	87	17	103	1	103	6	109	1	109	0	109	1	109
	Through-Right		0							0				0				0	
	Right	41	1	0	0	41	0	4	48	1	0	0	48	1	0	0	48	1	0
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left																		
	Left-Through	55	1	55	0	55	55	12	70	1	70	0	70	1	70	0	70	1	70
	Through	225	1	225	0	225	225	0	239	1	239	0	239	1	239	0	239	1	239
	Through-Right		0							0				0				0	
	Right	46	1	9	0	46	9	15	64	1	13	0	64	1	13	0	64	1	13
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left																		
	Left-Through	75	1	75	0	75	75	22	102	1	102	0	102	1	102	0	102	1	102
	Through	513	2	257	0	513	257	236	781	2	391	0	781	2	391	0	781	2	391
	Through-Right		0							0				0				0	
	Right	125	1	109	3	128	110	0	133	1	116	3	136	1	117	0	136	1	117
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left																		
	Left-Through	182	1	182	0	182	182	11	204	1	204	0	204	1	204	0	204	1	204
	Through	1057	1	555	0	1057	555	231	1353	1	720	0	1353	1	720	0	1353	1	720
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	30	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 257			North-South: 261			North-South: 273			North-South: 277			North-South: 277					
		East-West: 630			East-West: 630			East-West: 822			East-West: 822			East-West: 822					
		SUM: 887			SUM: 891			SUM: 1095			SUM: 1099			SUM: 1099					
VOLUME/CAPACITY (V/C) RATIO:		0.591			0.594			0.730			0.733			0.733					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.491			0.494			0.630			0.633			0.633					
LEVEL OF SERVICE (LOS):		A			A			B			B			B					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Alt 2 - AM.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ivar Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18									
12	East-West Street:	Selma Ave	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 2									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
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										
Override Capacity		2	2		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	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through		0							0				0				0	
	Through	96	0	127	0	96	127	0	102	0	135	0	102	0	135	0	102	0	135
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	10	0	0	0	10	0	0	0	10	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	389	0	416	0	389	416	0	413	0	441	0	413	0	441	0	413	0	441
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through		0							0				0				0	
	Through	17	0	75	6	23	81	12	30	0	92	6	36	0	98	0	36	0	98
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	15	0	41	7	22	48	4	20	0	48	7	27	0	55	0	27	0	55
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 438			North-South: 438			North-South: 464			North-South: 464			North-South: 464			North-South: 464		
		East-West: 86			East-West: 92			East-West: 104			East-West: 110			East-West: 110			East-West: 110		
		SUM: 524			SUM: 530			SUM: 568			SUM: 574			SUM: 574			SUM: 574		
VOLUME/CAPACITY (V/C) RATIO:			0.349			0.353			0.379				0.383				0.383		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.249			0.253			0.279				0.283				0.283		
LEVEL OF SERVICE (LOS):			A			A			A				A				A		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Vine St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18	
13	East-West Street:	Selma Ave	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 2	
No. of Phases		2	2		2		2		2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0		
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0		
Override Capacity		0	0		0		0		0		
NB--		0	SB--		0		NB--		0		
EB--		0	WB--		0		EB--		0		
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2		
Override Capacity		0	0		0		0		0		
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	52	0	52	52	0	55	1	55
	Left-Through		0							0	
	Through	645	2	323	0	645	323	123	808	2	404
	Through-Right		0							0	
	Right	96	1	56	1	97	56	1	103	1	59
SOUTHBOUND	Left-Through-Right		0							0	
	Left-Right		0							0	
	Left	33	1	33	4	37	37	0	35	1	35
	Left-Through		0							0	
	Through	1275	1	669	0	1275	669	108	1461	1	765
EASTBOUND	Through-Right		1							1	
	Right	62	0	62	0	62	62	2	68	0	68
	Left-Through-Right		0							0	
	Left-Right		0							0	
	Left	27	1	27	0	27	27	10	39	1	39
WESTBOUND	Left-Through		0							0	
	Through	58	0	126	6	64	132	0	62	0	134
	Through-Right		1							1	
	Right	68	0	0	0	68	0	0	72	0	0
	Left-Through-Right		0							0	
CRITICAL VOLUMES	Left-Right		0							0	
	Left	81	1	81	2	83	83	3	89	1	89
	Left-Through		0							0	
	Through	98	0	243	7	105	250	1	105	0	259
	Through-Right		1							1	
VOLUME/CAPACITY (V/C) RATIO:	Right	145	0	0	0	145	0	0	154	0	0
	Left-Through-Right		0							0	
	Left-Right		0							0	
	North-South:	721		721	North-South:	721		721	North-South:	820	
	East-West:	270		277	East-West:	277		298	East-West:	305	
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	991		998	SUM:	998		1118	SUM:	1125	
	0.661		0.665	0.745	0.750	0.750					
	0.561		0.565	0.645	0.650	0.650					
	A		A	B	B	B					
	LEVEL OF SERVICE (LOS):										

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
14		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 2			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
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			
Override Capacity		2			2			2				2		2		2			
		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	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	79	0	105	0	79	120	19	103	0	131	0	103	0	146	0	103	0	146
	Through-Right		1							1				1				1	
	Right	26	0	0	15	41	0	0	28	0	0	15	43	0	0	0	43	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	9	1	9	6	15	15	0	10	1	10	6	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	435	0	571	-3	432	568	6	468	0	616	-3	465	0	613	0	465	0	613
	Through-Right		1							1				1				1	
	Right	136	0	0	0	136	0	4	148	0	0	0	148	0	0	0	148	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	62	1	62	0	62	62	2	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	40	0	101	24	64	113	0	42	0	107	24	66	0	119	0	66	0	119
	Through-Right		1							1				1				1	
	Right	61	0	0	-12	49	0	0	65	0	0	-12	53	0	0	0	53	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	0	20	0	20	20	0	21	0	21	0	21	0	21	0	21	0	21
	Left-Through		0							0				0				0	
	Through	40	0	100	9	49	118	0	42	0	105	9	51	0	123	0	51	0	123
	Through-Right		0							0				0				0	
	Right	40	0	0	9	49	0	0	42	0	0	9	51	0	0	0	51	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 595			North-South: 592			North-South: 641				North-South: 638				North-South: 638			
		East-West: 162			East-West: 180			East-West: 173				East-West: 191				East-West: 191			
		SUM: 757			SUM: 772			SUM: 814				SUM: 829				SUM: 829			
VOLUME/CAPACITY (V/C) RATIO:		0.505			0.515			0.543				0.553				0.553			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.405			0.415			0.443				0.453				0.453			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gower St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18										
15	East-West Street:	Selma Ave	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 2										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
			4		4		4		4											
			2		2		2		2											
			0		0		0		0											
			0		0		0		0											
			2		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	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24	24
	Left-Through		0							0			0			0				
	Through	308	1	157	0	308	157	81	408	1	207	0	408	1	207	0	408	1	207	207
	Through-Right		1							1			1				1			
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5	5
SOUTHBOUND	Left-Through-Right		0							0			0				0			
	Left-Right		0							0			0				0			
	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5	5
	Left-Through		0							0			0				0			
	Through	663	0	828	0	663	829	114	818	0	993	0	818	0	994	0	818	0	994	994
EASTBOUND	Through-Right		1							1			1				1			
	Right	165	0	0	1	166	0	0	175	0	0	1	176	0	0	0	176	0	0	0
	Left-Through-Right		0							0			0				0			
	Left-Right		0							0			0				0			
	Left	24	0	24	2	26	26	0	25	0	25	2	27	0	27	0	27	0	27	27
WESTBOUND	Left-Through		0							0			0				0			
	Through	1	0	42	0	1	46	0	1	0	44	0	1	0	48	0	1	0	48	48
	Through-Right		0							0			0				0			
	Right	17	0	0	2	19	0	0	18	0	0	2	20	0	0	0	20	0	0	0
	Left-Through-Right		1							1			1				1			
CRITICAL VOLUMES	Left-Right		0							0			0				0			
	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	3
	Left-Through		0							0			0				0			
	Through	1	0	18	0	1	18	0	1	0	19	0	1	0	19	0	1	0	19	19
	Through-Right		0							0			0				0			
VOLUME/CAPACITY (V/C) RATIO:	Right	14	0	0	0	14	0	0	15	0	0	0	15	0	0	0	15	0	0	0
	Left-Through-Right		1							1			1				1			
	Left-Right		0							0			0				0			
	North-South:	851		851	North-South:	852		852	North-South:	1017		1017	North-South:	1018		1018	North-South:	1018		1018
	East-West:	60		60	East-West:	64		64	East-West:	63		63	East-West:	67		67	East-West:	67		67
SUM:	SUM:	911		911	SUM:	916		916	SUM:	1080		1080	SUM:	1085		1085	SUM:	1085		1085
	VOLUME/CAPACITY (V/C) RATIO:		0.663			0.666		0.666		0.785		0.785		0.789		0.789		0.789		0.789
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.563			0.566		0.566		0.685		0.685		0.689		0.689		0.689		0.689
	LEVEL OF SERVICE (LOS):		A			A		A		B		B		B		B		B		B
	REMARKS:																			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18	
16		East-West Street:			Sunset Blvd			Projection Year:			2023		Peak Hour:			AM		Reviewed by:				Project:		Modera Argyle - Alt 2	
No. of Phases											4					4					4				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											0					0					0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		NB-- 3 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0		
Override Capacity					2			2			2		2			2		2			2		2		
					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	92	1	92	0	92	92	2	100	1	100	0	100	1	100	0	100	1	100	0	100	1	100		
	Left-Through		0							0				0				0			0				
	Through	644	2	322	1	645	323	63	747	2	374	1	748	2	374	0	748	2	374	0	748	2	374		
	Through-Right		0							0				0				0			0				
	Right	210	1	1	0	210	1	42	265	1	0	0	265	1	0	0	265	1	0	0	265	1	0		
	Left-Through-Right		0							0				0				0			0				
SOUTHBOUND	Left	61	1	61	0	61	61	40	105	1	105	0	105	1	105	0	105	1	105	0	105	1	105		
	Left-Through		0							0				0				0			0				
	Through	1143	1	629	2	1145	630	62	1275	1	702	2	1277	1	703	0	1277	1	703	0	1277	1	703		
	Through-Right		1							1				1				1			1				
	Right	114	0	114	0	114	114	8	129	0	129	0	129	0	129	0	129	0	129	0	129	0	129		
	Left-Through-Right		0							0				0				0			0				
EASTBOUND	Left	33	1	33	0	33	33	11	46	1	46	0	46	1	46	0	46	1	46	0	46	1	46		
	Left-Through		0							0				0				0			0				
	Through	772	2	285	4	776	286	224	1043	2	378	4	1047	2	379	0	1047	2	379	0	1047	2	379		
	Through-Right		1							1				1				1			1				
	Right	82	0	82	0	82	82	4	91	0	91	0	91	0	91	0	91	0	91	0	91	0	91		
	Left-Through-Right		0							0				0				0			0				
WESTBOUND	Left	209	1	209	0	209	209	52	274	1	274	0	274	1	274	0	274	1	274	0	274	1	274		
	Left-Through		0							0				0				0			0				
	Through	1286	2	453	6	1292	455	201	1566	2	564	6	1572	2	566	0	1572	2	566	0	1572	2	566		
	Through-Right		1							1				1				1			1				
	Right	73	0	73	0	73	73	50	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127		
	Left-Through-Right		0							0				0				0			0				
CRITICAL VOLUMES					North-South: 721			North-South: 722			North-South: 802			North-South: 803			North-South: 803			North-South: 803					
					East-West: 494			East-West: 495			East-West: 652			East-West: 653			East-West: 653			East-West: 653					
					SUM: 1215			SUM: 1217			SUM: 1454			SUM: 1456			SUM: 1456			SUM: 1456					
VOLUME/CAPACITY (V/C) RATIO:					0.884			0.885			1.057			1.059			1.059			1.059					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.784			0.785			0.957			0.959			0.959			0.959					
LEVEL OF SERVICE (LOS):					C			C			E			E			E			E					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
17		East-West Street: Sunset Blvd			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 2				
No. of Phases		2			2			2			2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0				
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				
Override Capacity		2			2			2			2		2		2				
		0			0			0			0		0		0				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	93	1	93	2	95	95	0	99	1	99	2	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	183	1	122	6	189	126	6	200	1	125	6	206	1	129	0	206	1	129
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	123	1	123	4	127	127	19	150	1	150	4	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	866	3	289	0	866	289	330	1249	3	416	0	1249	3	416	0	1249	3	416
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1344	2	483	0	1344	484	265	1692	2	602	0	1692	2	603	0	1692	2	603
	Through-Right		1							1				1				1	
	Right	106	0	106	3	109	109	0	113	0	113	3	116	0	116	0	116	0	116
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 122			126			North-South: 125			129			North-South: 129			129		
		East-West: 606			611			East-West: 752			757			East-West: 757			757		
		SUM: 728			737			SUM: 877			886			SUM: 886			886		
VOLUME/CAPACITY (V/C) RATIO:		0.485			0.491			0.585			0.591			0.591			0.591		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.385			0.391			0.485			0.491			0.491			0.491		
LEVEL OF SERVICE (LOS):		A			A			A			A			A			A		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			El Centro Ave			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18		
18		East-West Street:			Sunset Blvd			Projection Year:			2023		Peak Hour:			AM		Reviewed by:				Project:		Modera Argyle - Alt 2		
No. of Phases											2					2					2				2	
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			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0				0	
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0				0	
Override Capacity					2			2			2		2			2		2			2				2	
					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	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37			
	Left-Through		0							0				0		0		0		0		0				
	Through	50	0	157	1	51	158	1	54	0	167	1	55	0	168	1	55	0	168	1	55	0	168			
	Through-Right		0							0				0		0		0		0		0				
	Right	72	0	0	0	72	0	0	76	0	0	0	76	0	0	0	76	0	0	0	76	0	0			
	Left-Through-Right		1							1				1		1		1		1		1				
Left-Right		0								0				0		0		0		0		0				
SOUTHBOUND	Left	4	0	4	4	8	8	3	7	0	7	4	11	0	11	0	11	0	11	0	11	0	11			
	Left-Through		0							0				0		0		0		0		0				
	Through	42	0	76	0	42	80	1	46	0	85	0	46	0	89	0	46	0	89	0	46	0	89			
	Through-Right		0							0				0		0		0		0		0				
	Right	30	0	0	0	30	0	0	32	0	0	0	32	0	0	0	32	0	0	0	32	0	0			
	Left-Through-Right		1							1				1		1		1		1		1				
Left-Right		0								0				0		0		0		0		0				
EASTBOUND	Left	25	1	25	0	25	25	0	27	1	27	0	27	1	27	0	27	1	27	0	27	1	27			
	Left-Through		0							0				0		0		0		0		0				
	Through	912	2	327	2	914	328	420	1388	2	487	2	1390	2	488	2	1390	2	488	2	1390	2	488			
	Through-Right		1							1				1		1		1		1		1				
	Right	70	0	70	0	70	70	0	74	0	74	0	74	0	74	0	74	0	74	0	74	0	74			
	Left-Through-Right		0							0				0		0		0		0		0				
Left-Right		0							0				0		0		0		0		0					
WESTBOUND	Left	56	1	56	0	56	56	0	59	1	59	0	59	1	59	0	59	1	59	0	59	1	59			
	Left-Through		0							0				0		0		0		0		0				
	Through	1630	2	558	3	1633	559	349	2079	2	709	3	2082	2	710	3	2082	2	710	3	2082	2	710			
	Through-Right		1							1				1		1		1		1		1				
	Right	43	0	43	1	44	44	1	47	0	47	1	48	0	48	1	48	0	48	1	48	0	48			
	Left-Through-Right		0							0				0		0		0		0		0				
Left-Right		0							0				0		0		0		0		0					
CRITICAL VOLUMES					North-South: 161			North-South: 166			North-South: 174			North-South: 179			North-South: 179									
					East-West: 583			East-West: 584			East-West: 736			East-West: 737			East-West: 737									
					SUM: 744			SUM: 750			SUM: 910			SUM: 916			SUM: 916									
VOLUME/CAPACITY (V/C) RATIO:					0.496			0.500			0.607			0.611			0.611									
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.396			0.400			0.507			0.511			0.511									
LEVEL OF SERVICE (LOS):					A			A			A			A			A									

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18	
19		East-West Street: Sunset Blvd			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 2	
No. of Phases																	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																	
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
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
Override Capacity																	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Alt 2 - AM.xls

Alt 2 - AM.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Wilton Pl			Year of Count:			2017			Ambient Growth: (%):			1			Conducted by:		GTC			Date:		3/7/18		
22		East-West Street:			Sunset Blvd			Projection Year:			2023			Peak Hour:			AM			Reviewed by:					Project:		Modera Argyle - Alt 2		
No. of Phases								2						2						2						2			
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			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			
Override Capacity								2						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	64	1	64	0	64	64	7	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75						
	Left-Through		0							0				0				0				0							
	Through	240	1	195	0	240	195	1	256	1	208	0	256	1	208	0	256	1	208	0	256	1	208						
	Through-Right		1							1				1				1				1							
	Right	149	0	149	0	149	149	1	159	0	159	0	159	0	159	0	159	0	159	0	159	0	159						
	Left-Through-Right		0							0				0				0				0							
SOUTHBOUND	Left	143	1	143	0	143	143	12	164	1	164	0	164	1	164	0	164	1	164	0	164	1	164						
	Left-Through		0							0				0				0				0							
	Through	538	1	318	0	538	318	2	573	1	341	0	573	1	341	0	573	1	341	0	573	1	341						
	Through-Right		1							1				1				1				1							
	Right	98	0	98	0	98	98	4	108	0	108	0	108	0	108	0	108	0	108	0	108	0	108						
	Left-Through-Right		0							0				0				0				0							
EASTBOUND	Left	70	1	70	0	70	70	1	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75						
	Left-Through		0							0				0				0				0							
	Through	1107	2	438	2	1109	439	151	1326	2	516	2	1328	2	517	0	1328	2	517	0	1328	2	517						
	Through-Right		1							1				1				1				1							
	Right	208	0	208	0	208	208	1	222	0	222	0	222	0	222	0	222	0	222	0	222	0	222						
	Left-Through-Right		0							0				0				0				0							
WESTBOUND	Left	118	1	118	0	118	118	0	125	1	125	0	125	1	125	0	125	1	125	0	125	1	125						
	Left-Through		0							0				0				0				0							
	Through	793	2	397	1	794	397	185	1027	2	514	1	1028	2	514	0	1028	2	514	0	1028	2	514						
	Through-Right		0							0				0				0				0							
	Right	105	1	34	0	105	34	3	114	1	32	0	114	1	32	0	114	1	32	0	114	1	32						
	Left-Through-Right		0							0				0				0				0							
CRITICAL VOLUMES					North-South: 382			North-South: 382			North-South: 416				North-South: 416				North-South: 416										
					East-West: 556			East-West: 557			East-West: 641				East-West: 642				East-West: 642										
					SUM: 938			SUM: 939			SUM: 1057				SUM: 1058				SUM: 1058										
VOLUME/CAPACITY (V/C) RATIO:					0.625			0.626			0.705				0.705				0.705										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.525			0.526			0.605				0.605				0.605										
LEVEL OF SERVICE (LOS):					A			A			B				B				B										

REMARKS:

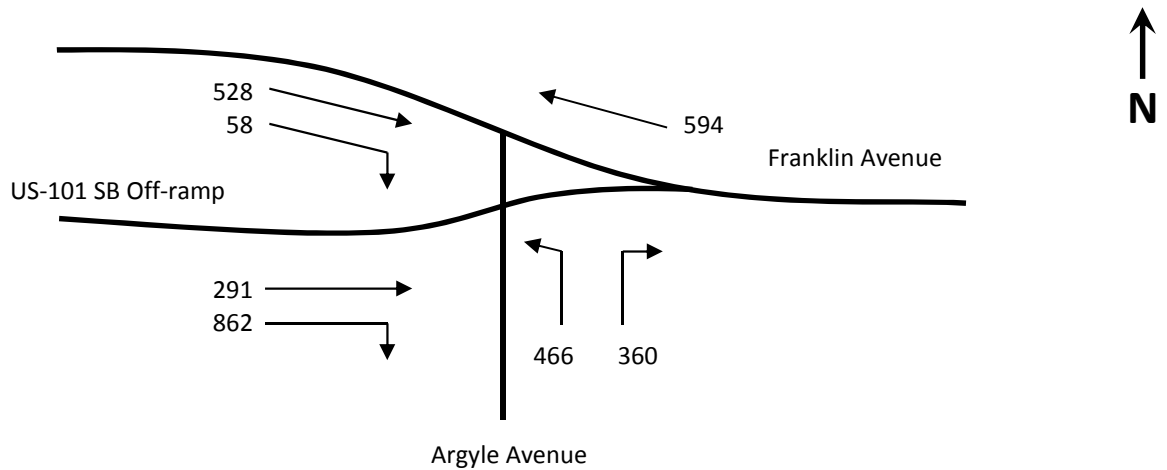
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

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

Existing with Project Alternative 2 Conditions - PM Peak Hour



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

$$\text{Westbound Through:} \quad \frac{594}{2} = 297 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{528}{2} = 264 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 291$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{297}$$

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

$$\text{Northbound Left + Right:} \quad \frac{466 + 360}{2} = \frac{826}{2} = 413 \quad \text{or}$$

$$\text{Northbound Right:} \quad 360 \quad \text{or}$$

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

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

$$\text{Critical Volume:} \quad 297 + 413 = \mathbf{710}$$

$$\text{Intersection V/C:} \quad \frac{710}{1500} = \mathbf{0.473}$$

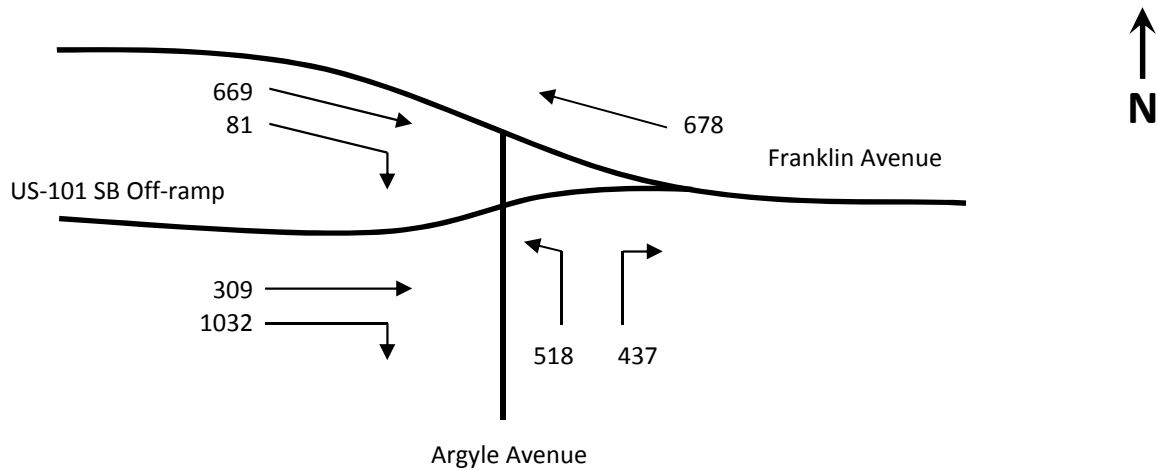
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.373}$$

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

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

Future with Project Alternative 2 Conditions (Year 2023) - PM Peak Hour



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

$$\text{Westbound Through: } \frac{678}{2} = 339 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{669}{2} = 335 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 309$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{339}$$

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

$$\text{Northbound Left + Right: } \frac{518 + 437}{2} = \frac{955}{2} = 478 \quad \text{or}$$

$$\text{Northbound Right: } 437 \quad \text{or}$$

$$\text{Eastbound Right (Franklin): } 81$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{478}$$

$$\text{Critical Volume: } 339 + 478 = \mathbf{817}$$

$$\text{Intersection V/C: } \frac{817}{1500} = \mathbf{0.545}$$

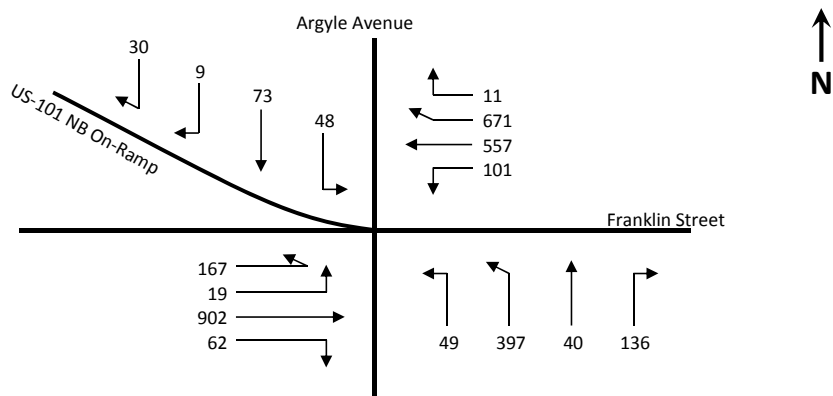
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.445}$$

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

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

Existing with Project Alternative 2 Conditions - PM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:
 $167 + 19 = 186$ and

Westbound Throughs + Rights:

$$\frac{557 + 671 + 11}{2} = \frac{1239}{2} = 620 \quad \text{or}$$

Westbound Rights: $671 + 11 = 682$ or

Westbound Lefts: 101 and

Eastbound Throughs: $\frac{902}{2} = 451$ or

Eastbound Rights: 62

Critical Volume #1 (CV1): **868**

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

Northbound Lefts + Throughs:

$$\frac{49 + 397 + 40}{2} = \frac{486}{2} = 243 \quad \text{or}$$

Northbound Rights: $136 - 0.5 \times \text{WBL} = 85$

Critical Volume #2 (CV2): **243**

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

Southbound Lefts: 48 or

Southbound Throughs + Rights:

$$\frac{73 + 9 + 30}{2} = \frac{112}{2} = 56 \quad \text{or}$$

Southbound Rights: $9 + 30 = 39$

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

Critical Volume: $868 + 243 + 56 = 1167$

Intersection V/C: $\frac{1167}{1375} = 0.849$

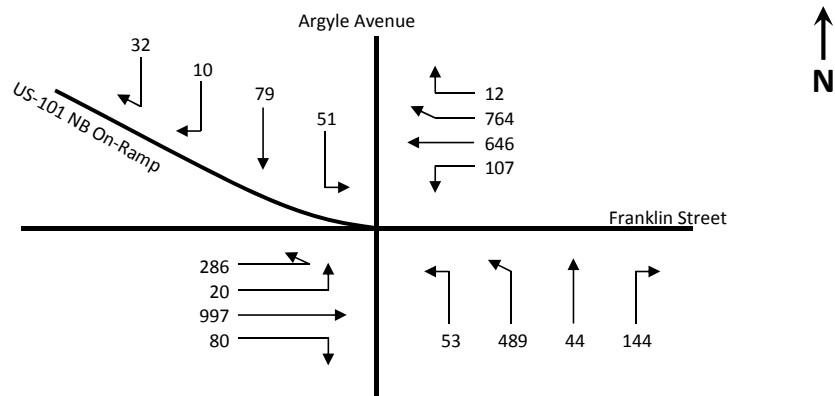
ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.749**

Intersection LOS: **C**

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

Future with Project Alternative 2 Conditions (Year 2023) - PM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:
 $286 + 20 = 306$ and

Westbound Throughs + Rights:

$$\frac{646 + 764 + 12}{2} = \frac{1422}{2} = 711 \quad \text{or}$$

Westbound Rights: $764 + 12 = 776$ or

Westbound Lefts: 107 and

Eastbound Throughs: $\frac{997}{2} = 499$ or

Eastbound Rights: 80

Critical Volume #1 (CV1): **1082**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{53 + 489 + 44}{2} = \frac{586}{2} = 293 \quad \text{or}$$

Northbound Rights: $144 - 0.5 \times \text{WBL} = 90$

Critical Volume #2 (CV2): **293**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 51 or

Southbound Throughs + Rights:

$$\frac{79 + 10 + 32}{2} = \frac{121}{2} = 61 \quad \text{or}$$

Southbound Rights: $10 + 32 = 42$

Critical Volume #3 (CV3): **61**

Critical Volume: $1082 + 293 + 61 = 1436$

Intersection V/C: $\frac{1436}{1375} = 1.044$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.944**

Intersection LOS: **E**

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
3		East-West Street: Franklin Ave			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 2			
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity																			
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	404	1	271	0	404	271	66	495	1	322	0	495	1	322	0	495	1	322
	Left-Through		1							1				1				1	
	Through	137	0	271	0	137	271	3	148	0	322	0	148	0	322	0	148	0	322
	Through-Right		0							0				0				0	
	Right	466	1	411	2	468	412	5	500	1	439	2	502	1	440	0	502	1	440
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	20	0	20	0	20	20	0	21	0	21	0	21	0	21	0	21	0	21
	Left-Through		0							0				0				0	
	Through	90	0	124	0	90	124	1	97	0	133	0	97	0	133	0	97	0	133
	Through-Right		0							0				0				0	
	Right	14	0	0	0	14	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	15	0	15	15	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	948	1	499	0	948	499	38	1044	1	549	0	1044	1	549	0	1044	1	549
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	2	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	110	1	110	3	113	113	5	122	1	122	3	125	1	125	0	125	1	125
	Left-Through		0							0				0				0	
	Through	905	1	462	0	905	462	42	1003	1	511	0	1003	1	511	0	1003	1	511
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 535 East-West: 609 SUM: 1144			North-South: 536 East-West: 612 SUM: 1148			North-South: 572 East-West: 671 SUM: 1243				North-South: 573 East-West: 674 SUM: 1247				North-South: 573 East-West: 674 SUM: 1247			
VOLUME/CAPACITY (V/C) RATIO:																			
V/C LESS ATSAC/ATCS ADJUSTMENT:																			
LEVEL OF SERVICE (LOS):																			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:		North-South Street:			Ivar Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date:		3/7/18	
		East-West Street:			Yucca St			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project: Modera Argyle - Alt 2			
		No. of Phases			2			2			2					2				2	
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0					0				0	
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0			0					0				0	
		ATSAC-1 or ATSAC+ATCS-2?			2			2			2					2				2	
		Override Capacity			0			0			0					0				0	
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	138	0	138	0	138	138	0	146	0	146	0	146	0	146	0	146	0	146		
	Left-Through		0							0			0		0			0			
	Through	14	0	262	0	14	262	0	15	0	278	0	15	0	278	0	15	0	278		
	Through-Right		0							0			0		0			0			
	Right	110	0	0	0	110	0	0	117	0	0	0	117	0	0	0	117	0	0		
	Left-Through-Right		1							1				1		1		1			
SOUTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1		
	Left-Through		0							0			0		0			0			
	Through	1	0	5	0	1	5	0	1	0	5	0	1	0	5	0	1	0	5		
	Through-Right		0							0			0		0			0			
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0		
	Left-Through-Right		1							1				1		1		1			
EASTBOUND	Left	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11		
	Left-Through		0							0			0		0			0			
	Through	123	1	123	0	123	123	52	183	1	183	0	183	1	183	0	183	1	183		
	Through-Right		0							0			0		0			0			
	Right	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38		
	Left-Through-Right		0							0				0		0		0			
WESTBOUND	Left	43	1	43	0	43	43	0	46	1	46	0	46	1	46	0	46	1	46		
	Left-Through		0							0			0		0			0			
	Through	278	1	278	0	278	278	52	347	1	347	0	347	1	347	0	347	1	347		
	Through-Right		0							0			0		0			0			
	Right	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17		
	Left-Through-Right		0							0				0		0		0			
CRITICAL VOLUMES		North-South: 263 East-West: 288 SUM: 551			North-South: 263 East-West: 288 SUM: 551			North-South: 279 East-West: 358 SUM: 637				North-South: 279 East-West: 358 SUM: 637				North-South: 279 East-West: 358 SUM: 637					
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.367 0.267 A			0.367 0.267 A			0.425 0.325 A				0.425 0.325 A				0.425 0.325 A					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18	
5		East-West Street:			Yucca St			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 2	
No. of Phases					2			2			2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
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								
Override Capacity					2			2			2			2			2			2					
					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	210	1	210	0	210	210	28	251	1	251	0	251	1	251	0	251	1	251						
	Left-Through		0							0				0				0							
	Through	752	1	484	0	752	484	80	878	1	576	0	878	1	576	0	878	1	576						
	Through-Right		1							1				1				1							
	Right	215	0	215	0	215	215	46	274	0	274	0	274	0	274	0	274	0	274						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
SOUTHBOUND	Left	39	1	39	0	39	39	0	41	1	41	0	41	1	41	0	41	1	41						
	Left-Through		0							0				0				0							
	Through	824	1	434	10	834	439	147	1022	1	534	10	1032	1	539	0	1032	1	539						
	Through-Right		1							1				1				1							
	Right	43	0	43	0	43	43	0	46	0	46	0	46	0	46	0	46	0	46						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	51	1	51	0	51	51	0	54	1	54	0	54	1	54	0	54	1	54						
	Left-Through		0							0				0				0							
	Through	138	1	138	0	138	138	11	157	1	157	0	157	1	157	0	157	1	157						
	Through-Right		0							0				0				0							
	Right	47	1	0	0	47	0	32	82	1	0	0	82	1	0	0	82	1	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	52	1	52	0	52	52	48	103	1	103	0	103	1	103	0	103	1	103						
	Left-Through		0							0				0				0							
	Through	78	1	45	0	78	45	16	99	1	56	0	99	1	56	0	99	1	56						
	Through-Right		1							1				1				1							
	Right	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 644			North-South: 649			North-South: 785			North-South: 790			North-South: 790								
					East-West: 190			East-West: 190			East-West: 260			East-West: 260			East-West: 260								
					SUM: 834			SUM: 839			SUM: 1045			SUM: 1050			SUM: 1050								
VOLUME/CAPACITY (V/C) RATIO:					0.556			0.559			0.697			0.700			0.700								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.456			0.459			0.597			0.600			0.600								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Argyle Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18												
6	East-West Street:	Yucca St	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 2												
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 1 EB-- 0 WB-- 0		NB-- 0 SB-- 1 EB-- 0 WB-- 0		NB-- 0 SB-- 1 EB-- 0 WB-- 0		NB-- 0 SB-- 1 EB-- 0 WB-- 0													
			2		2		2		2													
			0		0		0		0													
			1		1		1		1													
			0		0		0		0													
			2		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	23	0	23	0	23	23	15	39	0	39	0	39	0	39	0	39	0	39	0	39	
	Left-Through		1							1				1				1				
	Through	432	0	237	5	437	239	54	513	0	298	5	518	0	300	0	518	0	300	0	300	
	Through-Right		1							1				1				1				
	Right	18	0	237	0	18	239	24	43	0	298	0	43	0	300	0	43	0	300	0	300	
SOUTHBOUND	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
	Left	9	0	9	0	9	9	0	10	0	10	0	10	0	10	0	10	0	10	0	10	
	Left-Through		1							1				1				1				
	Through	111	0	65	0	111	65	1	119	0	70	0	119	0	70	0	119	0	70	0	70	
EASTBOUND	Through-Right		1							1				1				1				
	Right	1	1	0	0	1	0	2	3	1	0	0	3	1	0	0	3	1	0	0	0	
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
	Left	246	1	246	0	246	246	34	295	1	295	0	295	1	295	0	295	1	295	0	295	
WESTBOUND	Left-Through		0							0				0				0				
	Through	86	1	86	0	86	86	10	101	1	101	0	101	1	101	0	101	1	101	0	101	
	Through-Right		0							0				0				0				
	Right	63	1	63	0	63	63	13	80	1	80	0	80	1	80	0	80	1	80	0	80	
	Left-Through-Right		0							0				0				0				
CRITICAL VOLUMES	Left-Right		0							0				0				0				
	Left	8	1	8	0	8	8	14	22	1	22	0	22	1	22	0	22	1	22	0	22	
	Left-Through		0							0				0				0				
	Through	55	0	132	0	55	132	47	105	0	226	0	105	0	226	0	105	0	226	0	226	
	Through-Right		1							1				1				1				
VOLUME/CAPACITY (V/C) RATIO:	Right	77	0	0	0	77	0	39	121	0	0	0	121	0	0	0	121	0	0	0	0	
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
	North-South:	246		246	248		248	308		308	310		310	521		521	831		831	521		521
	East-West:	378		378	378		378	521		521	521		521	831		831	831		831	831		831
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	624		624	626		626	829		829	831		831	831		831	831		831	831		831
	0.416		0.416	0.417		0.417	0.553		0.553	0.554		0.554	0.554		0.554	0.554		0.554	0.554		0.554	
	0.316		0.316	0.317		0.317	0.453		0.453	0.454		0.454	0.454		0.454	0.454		0.454	0.454		0.454	
	A		A	A		A	A		A	A		A	A		A	A		A	A		A	
	A		A	A		A	A		A	A		A	A		A	A		A	A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
7		East-West Street: Carlos Ave			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 2			
No. of Phases		3			3			3				3		3		3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2				2		2		2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0				
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2		2		2			
Override Capacity		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	750	1	382	2	752	383	66	862	1	439	2	864	1	440	0	864	1	440
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	2	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		1							1				1				1	
	Through	536	0	312	3	539	313	43	612	0	352	3	615	0	354	0	615	0	354
	Through-Right		1							1				1				1	
	Right	23	0	312	0	23	313	0	24	0	352	0	24	0	354	0	24	0	354
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	0	0	43	0	0	43	0	0	0	46	0	0	0	46	0	0	0	46
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
WESTBOUND	Left	11	0	11	0	11	11	1	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	2	0	70	0	2	70	0	2	0	76	0	2	0	76	0	2	0	76
	Through-Right		0							0				0				0	
	Right	57	0	0	0	57	0	0	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 398		North-South: 399		North-South: 456		North-South: 457		North-South: 457		North-South: 457		North-South: 457		North-South: 457		North-South: 457	
		East-West: 113		East-West: 113		East-West: 122		East-West: 122		East-West: 122		East-West: 122		East-West: 122		East-West: 122		East-West: 122	
		SUM: 511		SUM: 512		SUM: 578		SUM: 579		SUM: 579		SUM: 579		SUM: 579		SUM: 579		SUM: 579	
VOLUME/CAPACITY (V/C) RATIO:		0.359		0.359		0.406		0.406		0.406		0.406		0.406		0.406		0.406	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259		0.259		0.306		0.306		0.306		0.306		0.306		0.306		0.306	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Ivar Ave			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18	
8		East-West Street:			Hollywood Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 2	
No. of Phases					2			2			2			2			2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
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					
Override Capacity					2			2			2			2			2			2			2		
					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	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50	0	50	0	50		
	Left-Through		0							0				0				0				0			
	Through	189	0	368	0	189	368	0	201	0	391	0	201	0	391	0	201	0	391	0	201	0	391		
	Through-Right		0							0				0				0				0			
	Right	132	0	0	0	132	0	0	140	0	0	0	140	0	0	0	140	0	0	0	140	0	0		
	Left-Through-Right		1							1				1				1				1			
	Left-Right		0							0				0				0				0			
SOUTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14	0	14	0	14		
	Left-Through		0							0				0				0				0			
	Through	59	0	95	0	59	95	0	63	0	101	0	63	0	101	0	63	0	101	0	63	0	101		
	Through-Right		0							0				0				0				0			
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0	0	24	0	0		
	Left-Through-Right		1							1				1				1				1			
	Left-Right		0							0				0				0				0			
EASTBOUND	Left	45	1	45	0	45	45	0	48	1	48	0	48	1	48	0	48	1	48	0	48	1	48		
	Left-Through		0							0				0				0				0			
	Through	806	1	420	6	812	423	264	1120	1	578	6	1126	1	581	0	1126	1	581	0	1126	1	581		
	Through-Right		1							1				1				1				1			
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35		
	Left-Through-Right		0							0				0				0				0			
	Left-Right		0							0				0				0				0			
WESTBOUND	Left	92	1	92	0	92	92	0	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98		
	Left-Through		0							0				0				0				0			
	Through	720	1	384	3	723	385	438	1202	1	626	3	1205	1	628	0	1205	1	628	0	1205	1	628		
	Through-Right		1							1				1				1				1			
	Right	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50	0	50	0	50		
	Left-Through-Right		0							0				0				0				0			
	Left-Right		0							0				0				0				0			
CRITICAL VOLUMES					North-South: 381			North-South: 381			North-South: 405			North-South: 405			North-South: 405								
					East-West: 512			East-West: 515			East-West: 676			East-West: 679			East-West: 679								
					SUM: 893			SUM: 896			SUM: 1081			SUM: 1084			SUM: 1084								
VOLUME/CAPACITY (V/C) RATIO:					0.595			0.597			0.721			0.723			0.723								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.495			0.497			0.621			0.623			0.623								
LEVEL OF SERVICE (LOS):					A			A			B			B			B								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18	
9		East-West Street:			Hollywood Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 2	
No. of Phases					3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0								
Override Capacity					2			2			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	145	1	145	0	145	145	9	163	1	163	0	163	1	163	0	163	1	163						
	Left-Through		0							0				0				0							
	Through	988	2	494	0	988	494	108	1157	2	579	0	1157	2	579	0	1157	2	579						
	Through-Right		0							0				0				0							
	Right	260	1	221	0	260	221	1	277	1	231	0	277	1	231	0	277	1	231						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left		0							0				0				0							
	Left-Through	90	1	90	0	90	90	41	137	1	137	0	137	1	137	0	137	1	137						
	Through	876	1	468	10	886	473	134	1064	1	574	10	1074	1	579	0	1074	1	579						
	Through-Right		1							1				1				1							
	Right	59	0	59	0	59	59	21	84	0	84	0	84	0	84	0	84	0	84						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left		0							0				0				0							
	Left-Through	49	1	49	0	49	49	21	73	1	73	0	73	1	73	0	73	1	73						
	Through	836	2	418	6	842	421	241	1128	2	564	6	1134	2	567	0	1134	2	567						
	Through-Right		0							0				0				0							
	Right	88	1	0	0	88	0	3	96	1	0	0	96	1	0	0	96	1	0						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left		0							0				0				0							
	Left-Through	79	1	79	0	79	79	9	93	1	93	0	93	1	93	0	93	1	93						
	Through	683	1	379	3	686	380	407	1132	1	611	3	1135	1	613	0	1135	1	613						
	Through-Right		1							1				1				1							
	Right	74	0	74	0	74	74	11	90	0	90	0	90	0	90	0	90	0	90						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 613			North-South: 618			North-South: 737			North-South: 742			North-South: 742								
					East-West: 497			East-West: 500			East-West: 684			East-West: 686			East-West: 686								
					SUM: 1110			SUM: 1118			SUM: 1421			SUM: 1428			SUM: 1428								
VOLUME/CAPACITY (V/C) RATIO:					0.779			0.785			0.997			1.002			1.002								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.679			0.685			0.897			0.902			0.902								
LEVEL OF SERVICE (LOS):					B			B			D			E			E								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Argyle Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18										
10	East-West Street:	Hollywood Blvd	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 2										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
			2		2		2		2											
			0		0		0		0											
			0		0		0		0											
			0		0		0		0											
			2		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	38	1	38	3	41	41	0	40	1	40	3	43	1	43	0	43	1	43	
	Left-Through		0							0				0				0		
	Through	287	1	287	5	292	292	17	322	1	322	5	327	1	327	0	327	1	327	
	Through-Right		0							0				0				0		
	Right	45	1	11	0	45	11	13	61	1	20	0	61	1	20	0	61	1	20	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
SOUTHBOUND	Left	37	1	37	0	37	37	17	56	1	56	0	56	1	56	0	56	1	56	
	Left-Through		0							0				0				0		
	Through	124	1	124	0	124	124	0	132	1	132	0	132	1	132	0	132	1	132	
	Through-Right		0							0				0				0		
	Right	65	1	10	0	65	10	11	80	1	3	0	80	1	3	0	80	1	3	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
EASTBOUND	Left	111	1	111	0	111	111	37	155	1	155	0	155	1	155	0	155	1	155	
	Left-Through		0							0				0				0		
	Through	931	2	466	0	931	466	323	1311	2	656	0	1311	2	656	0	1311	2	656	
	Through-Right		0							0				0				0		
	Right	169	1	150	6	175	155	0	179	1	159	6	185	1	164	0	185	1	164	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
WESTBOUND	Left	68	1	68	0	68	68	11	83	1	83	0	83	1	83	0	83	1	83	
	Left-Through		0							0				0				0		
	Through	725	1	436	0	725	436	356	1126	1	660	0	1126	1	660	0	1126	1	660	
	Through-Right		1							1				1				1		
	Right	147	0	147	0	147	147	38	194	0	194	0	194	0	194	0	194	0	194	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
CRITICAL VOLUMES			North-South: 324		324	North-South: 329		329	North-South: 378		378	North-South: 383		383	North-South: 383		383	North-South: 383		383
			East-West: 547		547	East-West: 547		547	East-West: 815		815	East-West: 815		815	East-West: 815		815	East-West: 815		815
			SUM: 871		871	SUM: 876		876	SUM: 1193		1193	SUM: 1198		1198	SUM: 1198		1198	SUM: 1198		1198
VOLUME/CAPACITY (V/C) RATIO:				0.581		0.584		0.795		0.799		0.799		0.799		0.799		0.799		0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481		0.484		0.695		0.699		0.699		0.699		0.699		0.699		0.699
LEVEL OF SERVICE (LOS):				A		A		B		B		B		B		B		B		B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
11		East-West Street: Hollywood Blvd			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 2			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
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			
Override Capacity		2			2			2				2		2		2			
		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	84	1	84	0	84	84	48	137	1	137	0	137	1	137	0	137	1	137
	Left-Through		0							0				0				0	
	Through	631	1	368	2	633	369	62	732	1	449	2	734	1	450	0	734	1	450
	Through-Right		1							1				1				1	
	Right	104	0	104	0	104	104	56	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	89	1	89	0	89	89	1	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	496	1	496	3	499	499	33	560	1	560	3	563	1	563	0	563	1	563
	Through-Right		0							0				0				0	
	Right	149	1	94	0	149	94	10	168	1	109	0	168	1	109	0	168	1	109
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	110	1	110	0	110	110	2	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	778	1	423	3	781	425	304	1130	1	613	3	1133	1	615	0	1133	1	615
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	24	96	0	96	0	96	0	96	0	96	0	96
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	72	1	72	0	72	72	29	105	1	105	0	105	1	105	0	105	1	105
	Left-Through		0							0				0				0	
	Through	741	1	404	6	747	407	332	1119	1	596	6	1125	1	599	0	1125	1	599
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	3	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 580		East-West: 514		SUM: 1094		North-South: 583		East-West: 517		SUM: 1100		North-South: 697		East-West: 718		SUM: 1415	
		North-South: 700		East-West: 720		SUM: 1420		North-South: 700		East-West: 720		SUM: 1420		North-South: 700		East-West: 720		SUM: 1420	
VOLUME/CAPACITY (V/C) RATIO:		0.729		0.733		0.943		0.947		0.947		0.947		0.947		0.947		0.947	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.629		0.633		0.843		0.847		0.847		0.847		0.847		0.847		0.847	
LEVEL OF SERVICE (LOS):		B		B		D		D		D		D		D		D		D	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Ivar Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
12		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 2			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0				0		0		0			
ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2		2		2			
Override Capacity		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	42	0	42	42	0	45	0	45	0	45	0	45	0	45	0	45
	Left-Through		0							0			0				0		
	Through	277	0	345	0	277	345	0	294	0	367	0	294	0	367	0	294	0	367
	Through-Right		0							0			0				0		
	Right	26	0	0	0	26	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1			1		
Left-Right		0							0				0			0			
SOUTHBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0			0				0		
	Through	158	0	203	0	158	203	0	168	0	216	0	168	0	216	0	168	0	216
	Through-Right		0							0			0				0		
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1			1		
Left-Right		0							0				0			0			
EASTBOUND	Left	52	0	52	0	52	52	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0			0				0		
	Through	75	0	198	13	88	211	5	85	0	215	13	98	0	228	0	98	0	228
	Through-Right		0							0			0				0		
	Right	71	0	0	0	71	0	0	75	0	0	0	75	0	0	0	75	0	0
	Left-Through-Right		1							1				1			1		
Left-Right		0							0				0			0			
WESTBOUND	Left	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0							0			0				0		
	Through	26	0	80	6	32	86	13	41	0	98	6	47	0	104	0	47	0	104
	Through-Right		0							0			0				0		
	Right	39	0	0	0	39	0	0	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1			1		
Left-Right		0							0				0			0			
CRITICAL VOLUMES		North-South: 357 East-West: 213 SUM: 570			North-South: 357 East-West: 226 SUM: 583			North-South: 380 East-West: 231 SUM: 611				North-South: 380 East-West: 244 SUM: 624				North-South: 380 East-West: 244 SUM: 624			
VOLUME/CAPACITY (V/C) RATIO:		0.380			0.389			0.407				0.416				0.416			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.280			0.289			0.307				0.316				0.316			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Vine St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18									
13	East-West Street:	Selma Ave	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 2									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0										
Override Capacity		0	0		0		0		0										
NB--		0	SB--		0		NB--		0										
EB--		0	WB--		0		EB--		0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	52	0	52	52	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	1138	2	569	0	1138	569	123	1331	2	666	0	1331	2	666	0	1331	2	666
	Through-Right		0							0				0				0	
	Right	108	1	84	3	111	86	3	118	1	91	3	121	1	93	0	121	1	93
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	67	1	67	10	77	77	0	71	1	71	10	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	834	1	451	0	834	451	183	1068	1	575	0	1068	1	575	0	1068	1	575
EASTBOUND	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	9	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	79	1	79	0	79	79	3	87	1	87	0	87	1	87	0	87	1	87
WESTBOUND	Left-Through		0							0				0				0	
	Through	199	0	282	13	212	295	2	213	0	301	13	226	0	314	0	226	0	314
	Through-Right		1							1				1				1	
	Right	83	0	0	0	83	0	0	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	48	1	48	2	50	50	3	54	1	54	2	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	97	0	167	6	103	173	1	104	0	178	6	110	0	184	0	110	0	184
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	70	0	0	0	70	0	0	74	0	0	0	74	0	0	0	74	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	North-South:	636	North-South:	646	North-South:	737	North-South:	747	North-South:	747									
	East-West:	330	East-West:	345	East-West:	355	East-West:	370	East-West:	370									
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	966	SUM:	991	SUM:	1092	SUM:	1117	SUM:	1117									
	VOLUME/CAPACITY (V/C) RATIO:	0.644	VOLUME/CAPACITY (V/C) RATIO:	0.661	VOLUME/CAPACITY (V/C) RATIO:	0.728	VOLUME/CAPACITY (V/C) RATIO:	0.745	VOLUME/CAPACITY (V/C) RATIO:	0.745									
	V/C LESS ATSAC/ATCS ADJUSTMENT:	0.544	V/C LESS ATSAC/ATCS ADJUSTMENT:	0.561	V/C LESS ATSAC/ATCS ADJUSTMENT:	0.628	V/C LESS ATSAC/ATCS ADJUSTMENT:	0.645	V/C LESS ATSAC/ATCS ADJUSTMENT:	0.645									
	LEVEL OF SERVICE (LOS):	A	LEVEL OF SERVICE (LOS):	A	LEVEL OF SERVICE (LOS):	B	LEVEL OF SERVICE (LOS):	B	LEVEL OF SERVICE (LOS):	B									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
14		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project: Modera Argyle - Alt 2				
No. of Phases		2			2			2			2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0				
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			2		2		2				
Override Capacity		0			0			0			0		0		0				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	44	0	44	44	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	210	0	240	0	210	261	25	248	0	280	0	248	0	301	0	248	0	301
	Through-Right		1							1				1				1	
	Right	30	0	0	21	51	0	0	32	0	0	21	53	0	0	0	53	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	8	1	8	8	16	16	0	8	1	8	8	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	262	0	362	-2	260	360	7	285	0	395	-2	283	0	393	0	283	0	393
	Through-Right		1							1				1				1	
	Right	100	0	0	0	100	0	4	110	0	0	0	110	0	0	0	110	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	95	1	95	0	95	95	5	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	110	0	189	33	143	214	0	117	0	201	33	150	0	226	0	150	0	226
	Through-Right		1							1				1				1	
	Right	79	0	0	-8	71	0	0	84	0	0	-8	76	0	0	0	76	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	11	0	11	2	13	13	0	12	0	12	2	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	62	0	165	8	70	183	0	66	0	176	8	74	0	194	0	74	0	194
	Through-Right		0							0				0				0	
	Right	92	0	0	8	100	0	0	98	0	0	8	106	0	0	0	106	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 406 East-West: 260 SUM: 666			North-South: 404 East-West: 278 SUM: 682			North-South: 442 East-West: 282 SUM: 724			North-South: 440 East-West: 300 SUM: 740		North-South: 440 East-West: 300 SUM: 740						
VOLUME/CAPACITY (V/C) RATIO:		0.444			0.455			0.483			0.493		0.493						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.344			0.355			0.383			0.393		0.393						
LEVEL OF SERVICE (LOS):		A			A			A			A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
15		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project: Modera Argyle - Alt 2				
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity																			
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	47	1	47	0	47	47	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	653	1	333	0	653	333	168	861	1	438	0	861	1	438	0	861	1	438
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	25	1	25	0	25	25	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	550	0	671	0	550	674	71	655	0	783	0	655	0	786	0	655	0	786
	Through-Right		1							1				1				1	
	Right	121	0	0	3	124	0	0	128	0	0	3	131	0	0	0	131	0	0
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	47	0	47	2	49	49	0	50	0	50	2	52	0	52	0	52	0	52
	Left-Through		0							0				0				0	
	Through	4	0	117	0	4	121	0	4	0	124	0	4	0	128	0	4	0	128
	Through-Right		0							0				0				0	
	Right	66	0	0	2	68	0	0	70	0	0	2	72	0	0	0	72	0	0
	Left-Through-Right		1							1				1				1	
WESTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	0	0	45	0	0	45	0	0	0	48	0	0	0	48	0	0	0	48
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
CRITICAL VOLUMES		North-South: 718 East-West: 162 SUM: 880			North-South: 721 East-West: 166 SUM: 887			North-South: 833 East-West: 172 SUM: 1005				North-South: 836 East-West: 176 SUM: 1012				North-South: 836 East-West: 176 SUM: 1012			
VOLUME/CAPACITY (V/C) RATIO:		0.640			0.645			0.731				0.736				0.736			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.540			0.545			0.631				0.636				0.636			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%):			1		Conducted by:		GTC		Date:		3/7/18	
16		East-West Street:			Sunset Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 2	
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-- 3 SB-- 0			NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		0		
Override Capacity											2					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	99	1	99	0	99	99	13	118	1	118	0	118	1	118	0	118	1	118						
	Left-Through		0							0				0				0							
	Through	949	2	475	3	952	476	79	1086	2	543	3	1089	2	545	0	1089	2	545						
	Through-Right		0							0				0				0							
	Right	162	1	16	0	162	16	74	246	1	23	0	246	1	23	0	246	1	23						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	154	1	154	0	154	154	83	246	1	246	0	246	1	246	0	246	1	246						
	Left-Through		0							0				0				0							
	Through	981	1	554	2	983	555	89	1130	1	639	2	1132	1	640	0	1132	1	640						
	Through-Right		1							1				1				1							
	Right	127	0	127	0	127	127	13	148	0	148	0	148	0	148	0	148	0	148						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	99	1	99	0	99	99	15	120	1	120	0	120	1	120	0	120	1	120						
	Left-Through		0							0				0				0							
	Through	1461	2	522	10	1471	526	275	1826	2	651	10	1836	2	654	0	1836	2	654						
	Through-Right		1							1				1				1							
	Right	106	0	106	0	106	106	13	126	0	126	0	126	0	126	0	126	0	126						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	146	1	146	0	146	146	68	223	1	223	0	223	1	223	0	223	1	223						
	Left-Through		0							0				0				0							
	Through	1098	2	401	5	1103	403	310	1476	2	540	5	1481	2	541	0	1481	2	541						
	Through-Right		1							1				1				1							
	Right	105	0	105	0	105	105	32	143	0	143	0	143	0	143	0	143	0	143						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 653			North-South: 654			North-South: 789			North-South: 791			North-South: 791								
					East-West: 668			East-West: 672			East-West: 874			East-West: 877			East-West: 877								
					SUM: 1321			SUM: 1326			SUM: 1663			SUM: 1668			SUM: 1668								
VOLUME/CAPACITY (V/C) RATIO:					0.961			0.964			1.209			1.213			1.213								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.861			0.864			1.109			1.113			1.113								
LEVEL OF SERVICE (LOS):					D			D			F			F			F								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
17		East-West Street: Sunset Blvd			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project: Modera Argyle - Alt 2				
No. of Phases		2			2			2			2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0				
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				
Override Capacity		2			2			2			2		2		2				
		0			0			0			0		0		0				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	64	1	64	2	66	66	0	68	1	68	2	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	150	1	76	5	155	76	7	166	1	75	5	171	1	75	0	171	1	75
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	148	1	148	10	158	158	25	182	1	182	10	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	1373	3	458	0	1373	458	381	1838	3	613	0	1838	3	613	0	1838	3	613
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1115	2	404	0	1115	406	414	1598	2	567	0	1598	2	569	0	1598	2	569
	Through-Right		1							1				1				1	
	Right	98	0	98	6	104	104	0	104	0	104	6	110	0	110	0	110	0	110
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 76 East-West: 552 SUM: 628			North-South: 76 East-West: 564 SUM: 640			North-South: 75 East-West: 749 SUM: 824				North-South: 75 East-West: 761 SUM: 836				North-South: 75 East-West: 761 SUM: 836			
VOLUME/CAPACITY (V/C) RATIO:		0.419			0.427			0.549				0.557				0.557			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.319			0.327			0.449				0.457				0.457			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		El Centro Ave		Year of Count:		2017		Ambient Growth: (%)		1		Conducted by:		GTC		Date:		3/7/18	
18		East-West Street:		Sunset Blvd		Projection Year:		2023		Peak Hour:		PM		Reviewed by:				Project:		Modera Argyle - Alt 2	
No. of Phases						2				2				2						2	
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		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		0	
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		0	
Override Capacity						2				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	57	0	57	0	57	57	0	61	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through		0							0			0			0		0			
	Through	154	0	327	3	157	330	2	165	0	349	3	168	0	352	0	168	0	352	0	352
	Through-Right		0							0			0			0		0			
	Right	116	0	0	0	116	0	0	123	0	0	0	123	0	0	0	123	0	0	0	0
	Left-Through-Right		1							1				1			1		1		
Left-Right		0								0			0				0		0		
SOUTHBOUND	Left	43	0	43	3	46	46	3	49	0	49	3	52	0	52	0	52	0	52	0	52
	Left-Through		0							0			0			0		0			
	Through	54	0	136	0	54	139	1	58	0	148	0	58	0	151	0	58	0	151	0	151
	Through-Right		0							0			0			0		0			
	Right	39	0	0	0	39	0	0	41	0	0	0	41	0	0	0	41	0	0	0	0
	Left-Through-Right		1							1				1			1		1		
Left-Right		0								0			0				0		0		
EASTBOUND	Left	45	1	45	0	45	45	0	48	1	48	0	48	1	48	0	48	1	48	0	48
	Left-Through		0							0			0			0		0			
	Through	1529	2	532	2	1531	532	486	2109	2	726	2	2111	2	727	0	2111	2	727	0	727
	Through-Right		1							1			1					1			
	Right	66	0	66	0	66	66	0	70	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through-Right		0							0				0				0		0	
WESTBOUND	Left	64	1	64	0	64	64	0	68	1	68	0	68	1	68	0	68	1	68	0	68
	Left-Through		0							0			0			0		0			
	Through	1269	2	451	6	1275	454	533	1880	2	657	6	1886	2	660	0	1886	2	660	0	660
	Through-Right		1							1			1					1			
	Right	83	0	83	3	86	86	4	92	0	92	3	95	0	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0		0	
CRITICAL VOLUMES				North-South: 370		376		North-South: 398		794		North-South: 404		795		North-South: 404		795		795	
				East-West: 596		596		East-West: 794		794		East-West: 795		795		East-West: 795		795		795	
				SUM: 966		972		SUM: 1192		1192		SUM: 1199		1199		SUM: 1199		1199		1199	
VOLUME/CAPACITY (V/C) RATIO:						0.644				0.795				0.799						0.799	
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.544				0.695				0.699						0.699	
LEVEL OF SERVICE (LOS):						A				B				B						B	

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gower St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18										
19	East-West Street:	Sunset Blvd	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 2										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0 2 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0 2 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0 2 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0 2 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	50	1	50	3	53	53	11	64	1	64	3	67	1	67	0	67	1	67	
	Left-Through		0							0				0				0		
	Through	484	0	569	0	484	569	80	594	0	690	0	594	0	690	0	594	0	690	
	Through-Right		1							1				1				1		
	Right	85	0	0	0	85	0	6	96	0	0	0	96	0	0	0	96	0	0	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
SOUTHBOUND	Left	72	1	72	0	72	72	5	81	1	81	0	81	1	81	0	81	1	81	
	Left-Through		0							0				0				0		
	Through	423	0	477	2	425	479	32	481	0	572	2	483	0	574	0	483	0	574	
	Through-Right		1							1				1				1		
	Right	54	0	0	0	54	0	34	91	0	0	0	91	0	0	0	91	0	0	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
EASTBOUND	Left	113	1	113	0	113	113	80	200	1	200	0	200	1	200	0	200	1	200	
	Left-Through		0							0				0				0		
	Through	1452	2	510	5	1457	512	434	1975	2	693	5	1980	2	695	0	1980	2	695	
	Through-Right		1							1				1				1		
	Right	79	0	79	0	79	79	21	105	0	105	0	105	0	105	0	105	0	105	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
WESTBOUND	Left	72	1	72	0	72	72	3	79	1	79	0	79	1	79	0	79	1	79	
	Left-Through		0							0				0				0		
	Through	1240	2	456	6	1246	458	450	1766	2	637	6	1772	2	639	0	1772	2	639	
	Through-Right		1							1				1				1		
	Right	128	0	128	0	128	128	8	144	0	144	0	144	0	144	0	144	0	144	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
CRITICAL VOLUMES			North-South: 641 East-West: 582 SUM: 1223	North-South: 641 East-West: 584 SUM: 1225	North-South: 771 East-West: 837 SUM: 1608	North-South: 771 East-West: 839 SUM: 1610	North-South: 771 East-West: 839 SUM: 1610	North-South: 771 East-West: 839 SUM: 1610	North-South: 771 East-West: 839 SUM: 1610											
VOLUME/CAPACITY (V/C) RATIO:			0.858	0.860	1.128	1.130	1.130													
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.758	0.760	1.028	1.030	1.030													
LEVEL OF SERVICE (LOS):			C	C	F	F	F													

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bronson Ave		Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18								
20	East-West Street:	Sunset Blvd		Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 2								
No. of Phases		2		2		2		2		2									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0									
Override Capacity		0		0		0		0		0									
NB--		0	0	NB--	0	0	0	NB--	0	0	0								
EB--		0	0	EB--	0	0	0	EB--	0	0	0								
WB--		0	0	WB--	0	0	0	WB--	0	0	0								
ATCS-1 or ATCS+ATCS-2?		0		0		0		0		0									
Override Capacity		0		0		0		0		0									
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION									
		Volume	No. of Lanes	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	40	1	40	0	40	40	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	323	0	503	0	323	503	24	367	0	558	0	367	0	558	0	367	0	
	Through-Right		1							1				1				1	
	Right	180	0	0	0	180	0	0	191	0	0	0	191	0	0	0	191	0	
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	74	1	74	0	74	74	47	126	1	126	0	126	1	126	0	126	1	
	Left-Through		0							0				0				0	
	Through	211	0	276	0	211	276	22	246	0	355	0	246	0	355	0	246	0	
EASTBOUND	Through-Right		1							1				1				1	
	Right	65	0	0	0	65	0	40	109	0	0	0	109	0	0	0	109	0	
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	83	1	83	0	83	83	23	111	1	111	0	111	1	111	0	111	1	
WESTBOUND	Left-Through		0							0				0				0	
	Through	1678	2	567	5	1683	569	429	2210	2	745	5	2215	2	747	0	2215	2	
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	46	1	46	0	46	46	0	49	1	49	0	49	1	49	0	49	1	
	Left-Through		0							0				0				0	
	Through	1306	2	460	6	1312	462	443	1829	2	642	6	1835	2	644	0	1835	2	
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	73	0	73	0	73	73	21	98	0	98	0	98	0	98	0	98	0	
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	North-South:	577		577	577		577	684		684	684		684	684		684	684		
	East-West:	613		613	615		615	794		794	796		796	796		796	796		
SUM:	SUM:	1190		1190	1192		1192	1478		1478	1480		1480	1480		1480	1480		
	VOLUME/CAPACITY (V/C) RATIO:	0.793		0.793	0.795		0.795	0.985		0.985	0.987		0.987	0.987		0.987	0.987		
	V/C LESS ATSAC/ATCS ADJUSTMENT:	0.693		0.693	0.695		0.695	0.885		0.885	0.887		0.887	0.887		0.887	0.887		
	LEVEL OF SERVICE (LOS):	B		B	B		B	D		D	D		D	D		D	D		
	REMARKS:																		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Van Ness Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
21		East-West Street: Sunest Blvd			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 2			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0				0		0		0			
ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2		2		2			
Override Capacity		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	0	83	83	23	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	48	0	183	0	48	183	0	51	0	230	0	51	0	230	0	51	0	230
	Through-Right		1							1				1				1	
	Right	135	0	0	0	135	0	36	179	0	0	0	179	0	0	0	179	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	367	1	367	0	367	367	26	416	1	416	0	416	1	416	0	416	1	416
	Left-Through		0							0				0				0	
	Through	266	0	287	0	266	287	15	297	0	319	0	297	0	319	0	297	0	319
	Through-Right		1							1				1				1	
	Right	21	0	0	0	21	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	1	9	0	9	9	0	10	1	10	0	10	1	10	0	10	1	10
	Left-Through		0							0				0				0	
	Through	1875	2	634	5	1880	636	463	2453	2	832	5	2458	2	833	0	2458	2	833
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	12	42	0	42	0	42	0	42	0	42	0	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	71	1	71	0	71	71	7	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	1274	2	429	6	1280	431	440	1792	2	602	6	1798	2	604	0	1798	2	604
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 550 East-West: 705 SUM: 1255			North-South: 550 East-West: 707 SUM: 1257			North-South: 646 East-West: 914 SUM: 1560				North-South: 646 East-West: 915 SUM: 1561				North-South: 646 East-West: 915 SUM: 1561			
VOLUME/CAPACITY (V/C) RATIO:		0.837			0.838			1.040				1.041				1.041			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.737			0.738			0.940				0.941				0.941			
LEVEL OF SERVICE (LOS):		C			C			E				E				E			

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Wilton Pl	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18									
22	East-West Street:	Sunset Blvd	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 2									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
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										
Override Capacity		2	2		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	103	1	103	0	103	103	3	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	391	1	291	0	391	291	2	417	1	310	0	417	1	310	0	417	1	310
	Through-Right		1							1				1				1	
	Right	190	0	190	0	190	190	0	202	0	202	0	202	0	202	0	202	0	202
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	80	1	80	0	80	80	48	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	383	1	239	0	383	239	1	408	1	256	0	408	1	256	0	408	1	256
	Through-Right		1							1				1				1	
	Right	95	0	95	0	95	95	2	103	0	103	0	103	0	103	0	103	0	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	90	1	90	0	90	90	2	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	1500	2	554	2	1502	555	254	1846	2	675	2	1848	2	676	0	1848	2	676
	Through-Right		1							1				1				1	
	Right	163	0	163	0	163	163	7	180	0	180	0	180	0	180	0	180	0	180
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	82	1	82	0	82	82	1	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	1123	2	562	3	1126	563	237	1429	2	715	3	1432	2	716	0	1432	2	716
	Through-Right		0							0				0				0	
	Right	150	1	110	0	150	110	21	180	1	114	0	180	1	114	0	180	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 371 East-West: 652 SUM: 1023	North-South: 371 East-West: 653 SUM: 1024		North-South: 443 East-West: 813 SUM: 1256		North-South: 443 East-West: 814 SUM: 1257		North-South: 443 East-West: 814 SUM: 1257										
VOLUME/CAPACITY (V/C) RATIO:		0.682	0.683		0.837		0.838		0.838										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.582	0.583		0.737		0.738		0.738										
LEVEL OF SERVICE (LOS):		A	A		C		C		C										

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

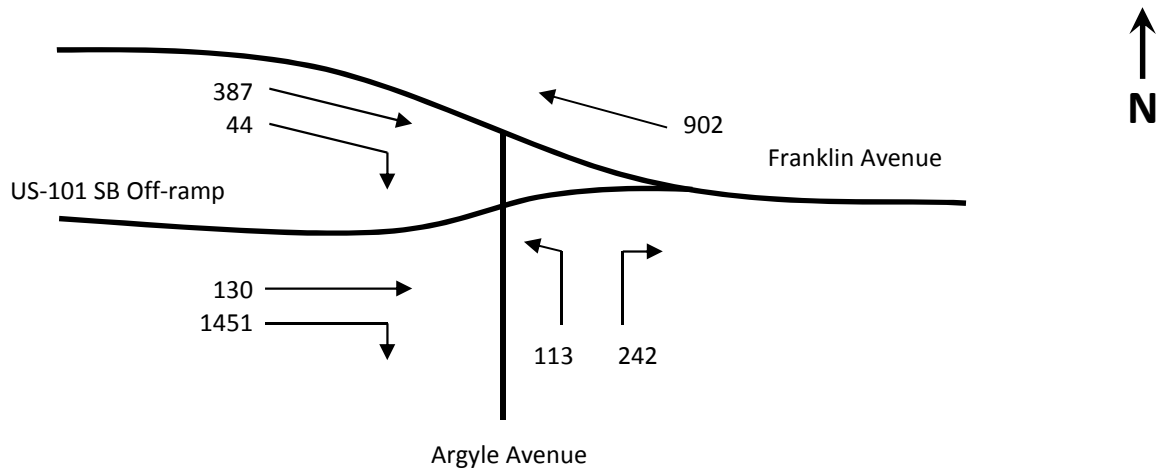
Change in v/c due to project:	0.001	Δv/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Attachment B

***Alternative 3
Level of Service Worksheets***

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

Existing with Project Alternative 3 Conditions - AM Peak Hour



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

$$\text{Westbound Through:} \quad \frac{902}{2} = 451 \quad \text{or}$$

$$\text{Eastbound Through (Franklin):} \quad \frac{387}{2} = 194 \quad \text{or}$$

$$\text{Eastbound Through (US-101):} \quad 130$$

$$\text{Critical Volume \#1 (CV1):} \quad \mathbf{451}$$

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

$$\text{Northbound Left + Right:} \quad \frac{113 + 242}{2} = \frac{355}{2} = 178 \quad \text{or}$$

$$\text{Northbound Right:} \quad 242 \quad \text{or}$$

$$\text{Eastbound Right (Franklin):} \quad 44$$

$$\text{Critical Volume \#2 (CV2):} \quad \mathbf{178}$$

$$\text{Critical Volume:} \quad 451 + 178 = \mathbf{629}$$

$$\text{Intersection V/C:} \quad \frac{629}{1500} = \mathbf{0.419}$$

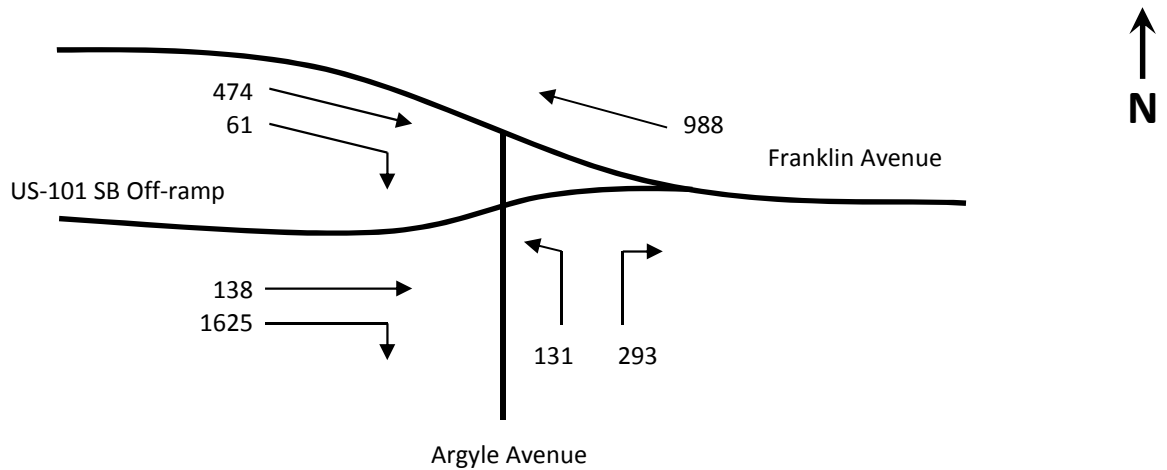
$$\text{ATSAC/ATCS Credit:} \quad 0.10$$

$$\text{Final intersection V/C:} \quad \mathbf{0.319}$$

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

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

Future with Project Alternative 3 Conditions (Year 2023) - AM Peak Hour



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

$$\text{Westbound Through: } \frac{988}{2} = 494 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{474}{2} = 237 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 138$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{494}$$

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

$$\text{Northbound Left + Right: } \frac{131 + 293}{2} = \frac{424}{2} = 212 \quad \text{or}$$

$$\text{Northbound Right: } 293 \quad \text{or}$$

$$\text{Eastbound Right (Franklin): } 61$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{212}$$

$$\text{Critical Volume: } 494 + 212 = \mathbf{706}$$

$$\text{Intersection V/C: } \frac{706}{1500} = \mathbf{0.471}$$

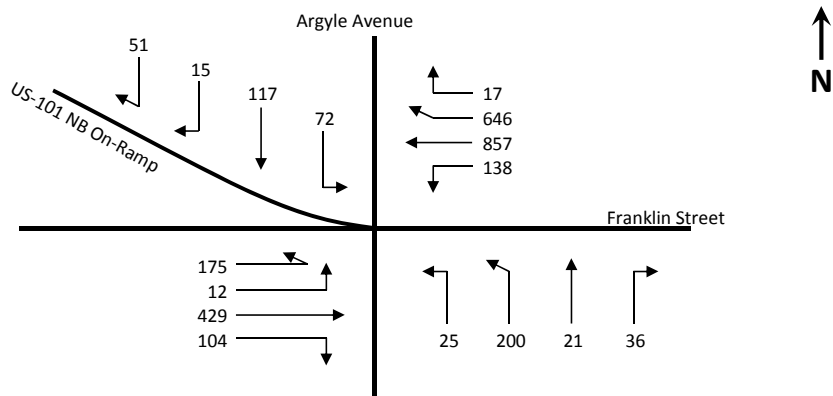
$$\text{ATSAC/ATCS Credit: } 0.10$$

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

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

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

Existing with Project Alternative 3 Conditions - AM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:
 $175 + 12 = 187$ and

Westbound Throughs + Rights:

$$\frac{857 + 646 + 17}{2} = \frac{1520}{2} = 760 \quad \text{or}$$

Westbound Rights: $646 + 17 = 663$ or

Westbound Lefts: 138 and

Eastbound Throughs: $\frac{429}{2} = 215$ or

Eastbound Rights: 104

Critical Volume #1 (CV1): **947**

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

Northbound Lefts + Throughs:

$$\frac{25 + 200 + 21}{2} = \frac{246}{2} = 123 \quad \text{or}$$

Northbound Rights: $36 - 0.5 \times \text{WBL} = 0$

Critical Volume #2 (CV2): **123**

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

Southbound Lefts: 72 or

Southbound Throughs + Rights:

$$\frac{117 + 15 + 51}{2} = \frac{183}{2} = 92 \quad \text{or}$$

Southbound Rights: $15 + 51 = 66$

Critical Volume #3 (CV3): **92**

Critical Volume: $947 + 123 + 92 = \mathbf{1162}$

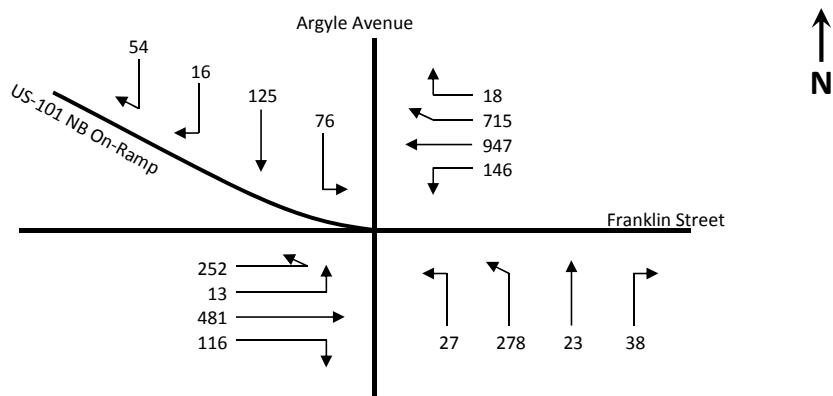
Intersection V/C: $\frac{1162}{1375} = \mathbf{0.845}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.745** Intersection LOS: **C**

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

Future with Project Alternative 3 Conditions (Year 2023) - AM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:
 $252 + 13 = 265$ and

Westbound Throughs + Rights:

$$\frac{947 + 715 + 18}{2} = \frac{1680}{2} = 840 \quad \text{or}$$

Westbound Rights: $715 + 18 = 733$ or

Westbound Lefts: 146 and

Eastbound Throughs: $\frac{481}{2} = 241$ or

Eastbound Rights: 116

Critical Volume #1 (CV1): **1105**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{27 + 278 + 23}{2} = \frac{328}{2} = 164 \quad \text{or}$$

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

Critical Volume #2 (CV2): **164**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 76 or

Southbound Throughs + Rights:

$$\frac{125 + 16 + 54}{2} = \frac{195}{2} = 98 \quad \text{or}$$

Southbound Rights: $16 + 54 = 70$

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

Critical Volume: $1105 + 164 + 98 = \mathbf{1367}$

Intersection V/C: $\frac{1367}{1375} = \mathbf{0.994}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.894**

Intersection LOS: **D**

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
3		East-West Street: Franklin Ave			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 3			
No. of Phases		4			4			4				4		4		4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1				1		1		1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0				
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				
Override Capacity		2			2			2				2		2		2			
		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	255	1	158	0	255	158	39	310	1	188	0	310	1	188	0	310	1	188
	Left-Through		1							1				1				1	
	Through	60	0	158	0	60	158	1	65	0	188	0	65	0	188	0	65	0	188
	Through-Right		0							0				0				0	
	Right	281	1	182	4	285	186	2	300	1	194	4	304	1	197	0	304	1	197
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through		0							0				0				0	
	Through	146	0	215	0	146	215	4	159	0	232	0	159	0	232	0	159	0	232
	Through-Right		0							0				0				0	
	Right	51	0	0	0	51	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	1	9	0	9	9	0	10	1	10	0	10	1	10	0	10	1	10
	Left-Through		0							0				0				0	
	Through	489	1	274	0	489	274	26	545	1	304	0	545	1	304	0	545	1	304
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	198	1	198	1	199	199	3	213	1	213	1	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	1254	1	630	0	1254	630	27	1358	1	682	0	1358	1	682	0	1358	1	682
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 397 East-West: 639 SUM: 1036			North-South: 401 East-West: 639 SUM: 1040			North-South: 426 East-West: 692 SUM: 1118				North-South: 429 East-West: 692 SUM: 1121				North-South: 429 East-West: 692 SUM: 1121			
VOLUME/CAPACITY (V/C) RATIO:		0.753			0.756			0.813				0.815				0.815			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653			0.656			0.713				0.715				0.715			
LEVEL OF SERVICE (LOS):		B			B			C				C				C			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ivar Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18									
4	East-West Street:	Yucca St	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 3									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
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										
Override Capacity		2	2		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	29	0	29	0	29	29	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through	3	0	75	0	3	75	0	3	0	80	0	3	0	80	0	3	0	80
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	43	0	0	0	43	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through	10	0	20	0	10	20	0	11	0	21	0	11	0	21	0	11	0	21
	Through	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Left-Through-Right	0	0	0	0	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	0	0	0	0	0
EASTBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through	63	1	63	0	63	63	44	111	1	111	0	111	1	111	0	111	1	111
	Through	48	1	48	0	48	48	0	51	1	51	0	51	1	51	0	51	1	51
	Through-Right	0	0	0	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	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	330	1	330	0	330	330	0	350	1	350	0	350	1	350	0	350	1	350
	Left-Through	175	1	175	0	175	175	29	215	1	215	0	215	1	215	0	215	1	215
	Through	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Through-Right	0	0	0	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	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 77		77	North-South: 77		77	North-South: 82		82	North-South: 82		82	North-South: 82		82	North-South: 82		82
		East-West: 393		393	East-West: 393		393	East-West: 461		461	East-West: 461		461	East-West: 461		461	East-West: 461		461
		SUM: 470		470	SUM: 470		470	SUM: 543		543	SUM: 543		543	SUM: 543		543	SUM: 543		543
VOLUME/CAPACITY (V/C) RATIO:				0.313			0.313				0.362				0.362				0.362
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.213			0.213				0.262				0.262				0.262
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Vine St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18										
5	East-West Street:	Yucca St	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 3										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
			2		2		2		2											
			0		0		0		0											
			0		0		0		0											
			0		0		0		0											
			2		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	66	1	66	0	66	66	16	86	1	86	0	86	1	86	0	86	1	86	
	Left-Through		0							0				0				0		
	Through	350	1	248	0	350	248	48	420	1	302	0	420	1	302	0	420	1	302	
	Through-Right		1							1				1				1		
	Right	146	0	146	0	146	146	28	183	0	183	0	183	0	183	0	183	0	183	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
SOUTHBOUND	Left	100	1	100	0	100	100	0	106	1	106	0	106	1	106	0	106	1	106	
	Left-Through		0							0				0				0		
	Through	1019	1	679	3	1022	680	108	1190	1	775	3	1193	1	776	0	1193	1	776	
	Through-Right		1							1				1				1		
	Right	338	0	338	0	338	338	0	359	0	359	0	359	0	359	0	359	0	359	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
EASTBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5	
	Left-Through		0							0				0				0		
	Through	60	1	60	0	60	60	14	78	1	78	0	78	1	78	0	78	1	78	
	Through-Right		0							0				0				0		
	Right	38	1	5	0	38	5	22	62	1	19	0	62	1	19	0	62	1	19	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
WESTBOUND	Left	78	1	78	0	78	78	33	116	1	116	0	116	1	116	0	116	1	116	
	Left-Through		0							0				0				0		
	Through	135	1	71	0	135	71	8	151	1	79	0	151	1	79	0	151	1	79	
	Through-Right		1							1				1				1		
	Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
CRITICAL VOLUMES			North-South: 745 East-West: 138 SUM: 883	North-South: 746 East-West: 138 SUM: 884	North-South: 861 East-West: 194 SUM: 1055	North-South: 862 East-West: 194 SUM: 1056	North-South: 862 East-West: 194 SUM: 1056	North-South: 862 East-West: 194 SUM: 1056	North-South: 862 East-West: 194 SUM: 1056											
VOLUME/CAPACITY (V/C) RATIO:			0.589	0.589	0.703	0.704	0.704	0.704	0.704											
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.489	0.489	0.603	0.604	0.604	0.604	0.604											
LEVEL OF SERVICE (LOS):			A	A	B	B	B	B	B											

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18							
6		East-West Street: Yucca St			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 3							
No. of Phases					2			2			2		2		2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?					1			1			1		1		1							
ATSAC-1 or ATSAC+ATCS-2?					0			0			0		0		0							
Override Capacity					2			2			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	9	0	9	0	9	9	10	20	0	20	0	20	0	20	0	20	0	20			
	Left-Through		1							1			1					1				
	Through	143	0	79	17	160	87	45	197	0	119	17	214	0	127	0	214	0	127			
	Through-Right		1							1			1					1				
	Right	5	0	79	0	5	87	15	20	0	119	0	20	0	127	0	20	0	127			
	Left-Through-Right		0							0			0					0				
Left-Right		0								0			0				0					
SOUTHBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3			
	Left-Through		1							1			1					1				
	Through	206	0	105	1	207	105	0	219	0	111	1	220	0	112	0	220	0	112			
	Through-Right		1							1			1					1				
	Right	1	1	0	0	1	0	1	2	1	0	0	2	1	0	0	2	1	0			
	Left-Through-Right		0							0			0					0				
Left-Right		0							0			0					0					
EASTBOUND	Left	143	1	143	0	143	143	21	173	1	173	0	173	1	173	0	173	1	173			
	Left-Through		0							0			0					0				
	Through	22	1	22	0	22	22	13	36	1	36	0	36	1	36	0	36	1	36			
	Through-Right		0							0			0					0				
	Right	118	1	118	0	118	118	8	133	1	133	0	133	1	133	0	133	1	133			
	Left-Through-Right		0							0			0					0				
Left-Right		0							0			0					0					
WESTBOUND	Left	39	1	39	0	39	39	18	59	1	59	0	59	1	59	0	59	1	59			
	Left-Through		0							0			0					0				
	Through	137	0	173	0	137	173	30	175	0	265	0	175	0	265	0	175	0	265			
	Through-Right		1							1			1					1				
	Right	36	0	0	0	36	0	52	90	0	0	0	90	0	0	0	90	0	0			
	Left-Through-Right		0							0			0					0				
Left-Right		0							0			0					0					
CRITICAL VOLUMES					North-South: 114			North-South: 114			North-South: 131			North-South: 132			North-South: 132					
					East-West: 316			East-West: 316			East-West: 438			East-West: 438			East-West: 438					
					SUM: 430			SUM: 430			SUM: 569			SUM: 570			SUM: 570					
VOLUME/CAPACITY (V/C) RATIO:					0.287			0.287			0.379			0.380			0.380					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.187			0.187			0.279			0.280			0.280					
LEVEL OF SERVICE (LOS):					A			A			A			A			A					

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
7		East-West Street: Carlos Ave			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 3			
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	322	1	169	4	326	171	34	376	1	197	4	380	1	199	0	380	1	199
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0			0		
SOUTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		1							1				1				1	
	Through	836	0	455	2	838	456	46	933	0	506	2	935	0	507	0	935	0	507
	Through-Right		1							1				1				1	
	Right	47	0	455	0	47	456	0	50	0	506	0	50	0	507	0	50	0	507
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0			0		
EASTBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	6	0	60	0	6	60	0	6	0	63	0	6	0	63	0	6	0	63
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0								0				0			0		
WESTBOUND	Left	31	0	31	0	31	31	2	35	0	35	0	35	0	35	0	35	0	35
	Left-Through		0							0				0				0	
	Through	4	0	67	0	4	67	0	4	0	73	0	4	0	73	0	4	0	73
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	34	0	0	0	34	0	0	0	34	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0								0				0			0		
CRITICAL VOLUMES		North-South: 488		488	North-South: 489		489	North-South: 541		541	North-South: 542		542	North-South: 542		542			
		East-West: 127		127	East-West: 127		127	East-West: 136		136	East-West: 136		136	East-West: 136		136			
		SUM: 615		615	SUM: 616		616	SUM: 677		677	SUM: 678		678	SUM: 678		678			
VOLUME/CAPACITY (V/C) RATIO:				0.432			0.432			0.475			0.476			0.476			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.332			0.332			0.375			0.376			0.376			
LEVEL OF SERVICE (LOS):				A			A			A			A			A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ivar Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18									
8	East-West Street:	Hollywood Blvd	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 3									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
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										
Override Capacity		2	2		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	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through	45	0	112	0	45	112	0	48	0	119	0	48	0	119	0	48	0	119
	Through	52	0	0	0	52	0	0	55	0	0	0	55	0	0	0	55	0	0
	Through-Right																		
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through	274	0	341	0	274	341	0	291	0	362	0	291	0	362	0	291	0	362
	Through	55	0	0	0	55	0	0	58	0	0	0	58	0	0	0	58	0	0
	Through-Right																		
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through	537	1	278	1	538	279	301	871	1	446	1	872	1	446	0	872	1	446
	Through	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20
	Through-Right																		
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	76	1	76	0	76	76	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through	1082	1	563	5	1087	566	193	1342	1	695	5	1347	1	697	0	1347	1	697
	Through	44	0	44	0	44	44	0	47	0	47	0	47	0	47	0	47	0	47
	Through-Right																		
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 356			North-South: 356			North-South: 378				North-South: 378				North-South: 378			
		East-West: 583			East-West: 586			East-West: 716				East-West: 718				East-West: 718			
		SUM: 939			SUM: 942			SUM: 1094				SUM: 1096				SUM: 1096			
VOLUME/CAPACITY (V/C) RATIO:			0.626			0.628			0.729				0.731				0.731		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.526			0.528			0.629				0.631				0.631		
LEVEL OF SERVICE (LOS):			A			A			B				B				B		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Vine St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18	
9		East-West Street: Hollywood Blvd			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 3	
No. of Phases																	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																	
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
ATSAC-1 or ATSAC+ATCS-2?		EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
Override Capacity																	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
10		East-West Street: Hollywood Blvd			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 3				
No. of Phases		2			2			2			2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0				
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			2		2		2				
Override Capacity		0			0			0			0		0		0				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	5	37	37	0	34	1	34	5	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	81	1	81	17	98	98	17	103	1	103	17	120	1	120	0	120	1	120
	Through-Right		0							0				0				0	
	Right	41	1	0	0	41	0	4	48	1	0	0	48	1	0	0	48	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	1	55	0	55	55	12	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	225	1	225	1	226	226	0	239	1	239	1	240	1	240	0	240	1	240
	Through-Right		0							0				0				0	
	Right	46	1	9	0	46	9	15	64	1	13	0	64	1	13	0	64	1	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	75	1	75	0	75	75	22	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	513	2	257	0	513	257	236	781	2	391	0	781	2	391	0	781	2	391
	Through-Right		0							0				0				0	
	Right	125	1	109	1	126	108	0	133	1	116	1	134	1	115	0	134	1	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	182	1	182	0	182	182	11	204	1	204	0	204	1	204	0	204	1	204
	Left-Through		0							0				0				0	
	Through	1057	1	555	0	1057	555	231	1353	1	720	0	1353	1	720	0	1353	1	720
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	30	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 257 East-West: 630 SUM: 887			North-South: 263 East-West: 630 SUM: 893			North-South: 273 East-West: 822 SUM: 1095				North-South: 279 East-West: 822 SUM: 1101				North-South: 279 East-West: 822 SUM: 1101			
VOLUME/CAPACITY (V/C) RATIO:		0.591			0.595			0.730				0.734				0.734			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.491			0.495			0.630				0.634				0.634			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:	North-South Street:		Gower St			Year of Count: 2017			Ambient Growth: (%):			1	Conducted by:		GTC		Date:		3/7/18	
	11	East-West Street:		Hollywood Blvd			Projection Year: 2023			Peak Hour:			AM	Reviewed by:				Project:		Modera Argyle - Alt 3
		No. of Phases				2			2			2			2					2
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0					0
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	
		ATSAC-1 or ATSAC+ATCS-2?				2			2			2			2					2
		Override Capacity				0			0			0			0					0
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	44	1	44	0	44	44	16	63	1	63	0	63	1	63	0	63	1	63	
	Left-Through		0							0				0				0		
	Through	295	1	191	4	299	193	32	345	1	237	4	349	1	239	0	349	1	239	
	Through-Right		1							1				1				1		
	Right	87	0	87	0	87	87	36	128	0	128	0	128	0	128	0	128	0	128	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
SOUTHBOUND	Left	66	1	66	0	66	66	4	74	1	74	0	74	1	74	0	74	1	74	
	Left-Through		0							0				0				0		
	Through	585	1	585	2	587	587	40	661	1	661	2	663	1	663	0	663	1	663	
	Through-Right		0							0				0				0		
	Right	360	1	332	0	360	332	4	386	1	356	0	386	1	356	0	386	1	356	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
EASTBOUND	Left	56	1	56	0	56	56	1	60	1	60	0	60	1	60	0	60	1	60	
	Left-Through		0							0				0				0		
	Through	463	1	254	5	468	257	213	704	1	394	5	709	1	396	0	709	1	396	
	Through-Right		1							1				1				1		
	Right	45	0	45	0	45	45	35	83	0	83	0	83	0	83	0	83	0	83	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
WESTBOUND	Left	13	1	13	0	13	13	37	51	1	51	0	51	1	51	0	51	1	51	
	Left-Through		0							0				0				0		
	Through	852	1	488	1	853	489	225	1129	1	631	1	1130	1	632	0	1130	1	632	
	Through-Right		1							1				1				1		
	Right	124	0	124	0	124	124	1	133	0	133	0	133	0	133	0	133	0	133	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 629 East-West: 544 SUM: 1173		North-South: 631 East-West: 545 SUM: 1176		North-South: 724 East-West: 691 SUM: 1415		North-South: 726 East-West: 692 SUM: 1418		North-South: 726 East-West: 692 SUM: 1418		North-South: 726 East-West: 692 SUM: 1418								
VOLUME/CAPACITY (V/C) RATIO:				0.782			0.784			0.943			0.945			0.945				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.682			0.684			0.843			0.845			0.845				
LEVEL OF SERVICE (LOS):				B			B			D			D			D				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Ivar Ave			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18	
12		East-West Street:			Selma Ave			Projection Year:			2023		Peak Hour:			AM		Reviewed by:				Project:		Modera Argyle - Alt 3	
No. of Phases											2					2							2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											0					0							0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		0		
Override Capacity					2			2			2		2			2		2			2		2		
					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	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23	0	23	0	23		
	Left-Through		0							0				0		0		0		0		0			
	Through	96	0	127	0	96	127	0	102	0	135	0	102	0	135	0	102	0	135	0	102	0	135		
	Through-Right		0							0				0		0		0		0		0			
	Right	9	0	0	0	9	0	0	10	0	0	0	10	0	0	0	10	0	0	0	10	0	0		
	Left-Through-Right		1							1				1		0		1		0		1			
Left-Right		0								0				0				0				0			
SOUTHBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3		
	Left-Through		0							0				0		0		0		0		0			
	Through	389	0	416	0	389	416	0	413	0	441	0	413	0	441	0	413	0	441	0	413	0	441		
	Through-Right		0							0				0		0		0		0		0			
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0	0	25	0	0		
	Left-Through-Right		1							1				1		0		1		0		1			
Left-Right		0								0				0				0				0			
EASTBOUND	Left	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15		
	Left-Through		0							0				0		0		0		0		0			
	Through	17	0	75	4	21	79	12	30	0	92	4	34	0	96	0	34	0	96	0	34	0	96		
	Through-Right		0							0				0		0		0		0		0			
	Right	44	0	0	0	44	0	0	47	0	0	0	47	0	0	0	47	0	0	0	47	0	0		
	Left-Through-Right		1							1				1		0		1		0		1			
Left-Right		0								0				0				0				0			
WESTBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12		
	Left-Through		0							0				0		0		0		0		0			
	Through	15	0	41	18	33	59	4	20	0	48	18	38	0	66	0	38	0	66	0	38	0	66		
	Through-Right		0							0				0		0		0		0		0			
	Right	15	0	0	0	15	0	0	16	0	0	0	16	0	0	0	16	0	0	0	16	0	0		
	Left-Through-Right		1							1				1		0		1		0		1			
Left-Right		0								0				0				0				0			
CRITICAL VOLUMES					North-South: 438			North-South: 438			North-South: 464			North-South: 464			North-South: 464			North-South: 464					
					East-West: 86			East-West: 90			East-West: 104			East-West: 108			East-West: 108			East-West: 108					
					SUM: 524			SUM: 528			SUM: 568			SUM: 572			SUM: 572			SUM: 572					
VOLUME/CAPACITY (V/C) RATIO:					0.349			0.352			0.379			0.381			0.381			0.381					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.249			0.252			0.279			0.281			0.281			0.281					
LEVEL OF SERVICE (LOS):					A			A			A			A			A			A					

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%):			1		Conducted by:		GTC		Date:		3/7/18	
13		East-West Street:			Selma Ave			Projection Year:			2023		Peak Hour:			AM		Reviewed by:				Project:		Modera Argyle - Alt 3	
No. of Phases					2			2			2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
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								
Override Capacity					2			2			2			2			2			2					
					0			0			0			0			0			0					
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	52	1	52	0	52	52	0	55	1	55	0	55	1	55	0	55	1	55						
	Left-Through		0							0				0				0							
	Through	645	2	323	0	645	323	123	808	2	404	0	808	2	404	0	808	2	404						
	Through-Right		0							0				0				0							
	Right	96	1	56	0	96	55	1	103	1	59	0	103	1	58	0	103	1	58						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
SOUTHBOUND	Left	33	1	33	3	36	36	0	35	1	35	3	38	1	38	0	38	1	38						
	Left-Through		0							0				0				0							
	Through	1275	1	669	0	1275	669	108	1461	1	765	0	1461	1	765	0	1461	1	765						
	Through-Right		1							1				1				1							
	Right	62	0	62	0	62	62	2	68	0	68	0	68	0	68	0	68	0	68						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	27	1	27	0	27	27	10	39	1	39	0	39	1	39	0	39	1	39						
	Left-Through		0							0				0				0							
	Through	58	0	126	4	62	130	0	62	0	134	4	66	0	138	0	66	0	138						
	Through-Right		1							1				1				1							
	Right	68	0	0	0	68	0	0	72	0	0	0	72	0	0	0	72	0	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	81	1	81	2	83	83	3	89	1	89	2	91	1	91	0	91	1	91						
	Left-Through		0							0				0				0							
	Through	98	0	243	18	116	261	1	105	0	259	18	123	0	277	0	123	0	277						
	Through-Right		1							1				1				1							
	Right	145	0	0	0	145	0	0	154	0	0	0	154	0	0	0	154	0	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 721			North-South: 721			North-South: 820				North-South: 820				North-South: 820						
					East-West: 270			East-West: 288			East-West: 298				East-West: 316				East-West: 316						
					SUM: 991			SUM: 1009			SUM: 1118				SUM: 1136				SUM: 1136						
VOLUME/CAPACITY (V/C) RATIO:					0.661			0.673			0.745				0.757				0.757						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.561			0.573			0.645				0.657				0.657						
LEVEL OF SERVICE (LOS):					A			A			B				B				B						

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
14		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 3			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
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			
Override Capacity		2			2			2				2		2		2			
		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	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	79	0	105	0	79	118	19	103	0	131	0	103	0	144	0	103	0	144
	Through-Right		1							1				1				1	
	Right	26	0	0	13	39	0	0	28	0	0	13	41	0	0	0	41	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	9	1	9	5	14	14	0	10	1	10	5	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	435	0	571	-3	432	568	6	468	0	616	-3	465	0	613	0	465	0	613
	Through-Right		1							1				1				1	
	Right	136	0	0	0	136	0	4	148	0	0	0	148	0	0	0	148	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	62	1	62	0	62	62	2	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	40	0	101	19	59	108	0	42	0	107	19	61	0	114	0	61	0	114
	Through-Right		1							1				1				1	
	Right	61	0	0	-12	49	0	0	65	0	0	-12	53	0	0	0	53	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	0	20	17	37	37	0	21	0	21	17	38	0	38	0	38	0	38
	Left-Through		0							0				0				0	
	Through	40	0	100	20	60	159	0	42	0	105	20	62	0	164	0	62	0	164
	Through-Right		0							0				0				0	
	Right	40	0	0	22	62	0	0	42	0	0	22	64	0	0	0	64	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 595			North-South: 592			North-South: 641				North-South: 638		North-South: 638					
		East-West: 162			East-West: 221			East-West: 173				East-West: 232		East-West: 232					
		SUM: 757			SUM: 813			SUM: 814				SUM: 870		SUM: 870					
VOLUME/CAPACITY (V/C) RATIO:		0.505			0.542			0.543				0.580		0.580					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.405			0.442			0.443				0.480		0.480					
LEVEL OF SERVICE (LOS):		A			A			A				A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.037	Δv/c after mitigation:	0.037
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
15		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 3			
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity																			
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	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	308	1	157	0	308	157	81	408	1	207	0	408	1	207	0	408	1	207
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0				0	
	Through	663	0	828	0	663	830	114	818	0	993	0	818	0	995	0	818	0	995
	Through-Right		1							1				1				1	
	Right	165	0	0	2	167	0	0	175	0	0	2	177	0	0	0	177	0	0
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	24	0	24	4	28	28	0	25	0	25	4	29	0	29	0	29	0	29
	Left-Through		0							0				0				0	
	Through	1	0	42	0	1	49	0	1	0	44	0	1	0	51	0	1	0	51
	Through-Right		0							0				0				0	
	Right	17	0	0	3	20	0	0	18	0	0	3	21	0	0	0	21	0	0
	Left-Through-Right		1							1				1				1	
WESTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	1	0	18	0	1	18	0	1	0	19	0	1	0	19	0	1	0	19
	Through-Right		0							0				0				0	
	Right	14	0	0	0	14	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
CRITICAL VOLUMES		North-South: 851 East-West: 60 SUM: 911			North-South: 853 East-West: 67 SUM: 920			North-South: 1017 East-West: 63 SUM: 1080				North-South: 1019 East-West: 70 SUM: 1089				North-South: 1019 East-West: 70 SUM: 1089			
VOLUME/CAPACITY (V/C) RATIO:		0.663			0.669			0.785				0.792				0.792			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.563			0.569			0.685				0.692				0.692			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Vine St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
16		East-West Street: Sunset Blvd			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 3			
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity																			
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	92	1	92	0	92	92	2	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	644	2	322	0	644	322	63	747	2	374	0	747	2	374	0	747	2	374
	Through-Right		0							0				0				0	
	Right	210	1	1	0	210	1	42	265	1	0	0	265	1	0	0	265	1	0
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	40	105	1	105	0	105	1	105	0	105	1	105
	Left-Through		0							0				0				0	
	Through	1143	1	629	2	1145	630	62	1275	1	702	2	1277	1	703	0	1277	1	703
	Through-Right		1							1				1				1	
	Right	114	0	114	0	114	114	8	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	33	1	33	0	33	33	11	46	1	46	0	46	1	46	0	46	1	46
	Left-Through		0							0				0				0	
	Through	772	2	285	2	774	285	224	1043	2	378	2	1045	2	379	0	1045	2	379
	Through-Right		1							1				1				1	
	Right	82	0	82	0	82	82	4	91	0	91	0	91	0	91	0	91	0	91
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	209	1	209	0	209	209	52	274	1	274	0	274	1	274	0	274	1	274
	Left-Through		0							0				0				0	
	Through	1286	2	453	10	1296	456	201	1566	2	564	10	1576	2	568	0	1576	2	568
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	50	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 721 East-West: 494 SUM: 1215			North-South: 722 East-West: 494 SUM: 1216			North-South: 802 East-West: 652 SUM: 1454				North-South: 803 East-West: 653 SUM: 1456				North-South: 803 East-West: 653 SUM: 1456			
VOLUME/CAPACITY (V/C) RATIO:		0.884			0.884			1.057				1.059				1.059			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.784			0.784			0.957				0.959				0.959			
LEVEL OF SERVICE (LOS):		C			C			E				E				E			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
17		East-West Street: Sunset Blvd			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 3			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
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			
Override Capacity		2			2			2				2		2		2			
		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left		0							0				0				0	
	Left-Through	93	1	93	15	108	108	0	99	1	99	15	114	1	114	0	114	1	114
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	183	1	122	10	193	131	6	200	1	125	10	210	1	134	0	210	1	134
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left		0							0				0				0	
	Left-Through	123	1	123	2	125	125	19	150	1	150	2	152	1	152	0	152	1	152
	Through	866	3	289	0	866	289	330	1249	3	416	0	1249	3	416	0	1249	3	416
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1344	2	483	0	1344	484	265	1692	2	602	0	1692	2	603	0	1692	2	603
	Through-Right		1							1				1				1	
	Right	106	0	106	3	109	109	0	113	0	113	3	116	0	116	0	116	0	116
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 122 East-West: 606 SUM: 728			North-South: 131 East-West: 609 SUM: 740			North-South: 125 East-West: 752 SUM: 877				North-South: 134 East-West: 755 SUM: 889				North-South: 134 East-West: 755 SUM: 889			
VOLUME/CAPACITY (V/C) RATIO:		0.485			0.493			0.585				0.593				0.593			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.385			0.393			0.485				0.493				0.493			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			El Centro Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
18		East-West Street:			Sunset Blvd			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 3				
No. of Phases								2						2						2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								0						0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
Override Capacity								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	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37	0	37	
	Left-Through		0							0				0				0				
	Through	50	0	157	1	51	158	1	54	0	167	1	55	0	168	0	55	0		168		
	Through-Right		0							0				0				0				
	Right	72	0	0	0	72	0	0	76	0	0	0	76	0	0	0	76	0	0	0		
	Left-Through-Right		1							1				1				1				
	Left-Right		0							0				0				0				
SOUTHBOUND	Left	4	0	4	9	13	13	3	7	0	7	9	16	0	16	0	16	0	16	0	16	
	Left-Through		0							0				0				0				
	Through	42	0	76	0	42	85	1	46	0	85	0	46	0	94	0	46	0		94		
	Through-Right		0							0				0				0				
	Right	30	0	0	0	30	0	0	32	0	0	0	32	0	0	0	32	0	0	0		
	Left-Through-Right		1							1				1				1				
	Left-Right		0							0				0				0				
EASTBOUND	Left	25	1	25	0	25	25	0	27	1	27	0	27	1	27	0	27	1	27	1	27	
	Left-Through		0							0				0				0				
	Through	912	2	327	15	927	332	420	1388	2	487	15	1403	2	492	0	1403	2		492		
	Through-Right		1							1				1				1				
	Right	70	0	70	0	70	70	0	74	0	74	0	74	0	74	0	74	0	0	74		
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
WESTBOUND	Left	56	1	56	0	56	56	0	59	1	59	0	59	1	59	0	59	1	59	1	59	
	Left-Through		0							0				0				0				
	Through	1630	2	558	3	1633	559	349	2079	2	709	3	2082	2	710	0	2082	2		710		
	Through-Right		1							1				1				1				
	Right	43	0	43	1	44	44	1	47	0	47	1	48	0	48	0	48	0	0	48		
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
CRITICAL VOLUMES					North-South: 161			North-South: 171			North-South: 174			North-South: 184			North-South: 184					
					East-West: 583			East-West: 584			East-West: 736			East-West: 737			East-West: 737					
					SUM: 744			SUM: 755			SUM: 910			SUM: 921			SUM: 921					
VOLUME/CAPACITY (V/C) RATIO:					0.496			0.503			0.607			0.614			0.614					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.396			0.403			0.507			0.514			0.514					
LEVEL OF SERVICE (LOS):					A			A			A			A			A					

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gower St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18										
19	East-West Street:	Sunset Blvd	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 3										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
			3		3		3		3											
			0		0		0		0											
			0		0		0		0											
			0		0		0		0											
			2		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	43	1	43	1	44	44	20	66	1	66	1	67	1	67	0	67	1	67	
	Left-Through		0							0				0				0		
	Through	314	0	387	0	314	387	29	362	0	441	0	362	0	441	0	362	0	441	
	Through-Right		1							1				1				1		
	Right	73	0	0	0	73	0	2	79	0	0	0	79	0	0	0	79	0	0	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
SOUTHBOUND	Left	81	1	81	0	81	81	1	87	1	87	0	87	1	87	0	87	1	87	
	Left-Through		0							0				0				0		
	Through	490	0	540	3	493	543	52	572	0	686	3	575	0	689	0	575	0	689	
	Through-Right		1							1				1				1		
	Right	50	0	0	0	50	0	61	114	0	0	0	114	0	0	0	114	0	0	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
EASTBOUND	Left	54	1	54	0	54	54	52	109	1	109	0	109	1	109	0	109	1	109	
	Left-Through		0							0				0				0		
	Through	804	2	289	24	828	297	325	1178	2	420	24	1202	2	428	0	1202	2	428	
	Through-Right		1							1				1				1		
	Right	62	0	62	0	62	62	15	81	0	81	0	81	0	81	0	81	0	81	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
WESTBOUND	Left	139	1	139	0	139	139	6	154	1	154	0	154	1	154	0	154	1	154	
	Left-Through		0							0				0				0		
	Through	1644	2	563	4	1648	564	356	2101	2	716	4	2105	2	718	0	2105	2	718	
	Through-Right		1							1				1				1		
	Right	45	0	45	0	45	45	0	48	0	48	0	48	0	48	0	48	0	48	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
CRITICAL VOLUMES			North-South: 583	East-West: 617	SUM: 1200	North-South: 587	East-West: 618	SUM: 1205	North-South: 752	East-West: 825	SUM: 1577	North-South: 756	East-West: 827	SUM: 1583	North-South: 756	East-West: 827	SUM: 1583			
VOLUME/CAPACITY (V/C) RATIO:			0.842			0.846			1.107			1.111			1.111					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.742			0.746			1.007			1.011			1.011					
LEVEL OF SERVICE (LOS):			C			C			F			F			F					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:	North-South Street:		Bronson Ave			Year of Count: 2017			Ambient Growth: (%):			1	Conducted by:		GTC		Date:		3/7/18	
	20	East-West Street:		Sunset Blvd			Projection Year: 2023			Peak Hour:			AM	Reviewed by:				Project:		Modera Argyle - Alt 3
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2						2						2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2		
Override Capacity			0			0			0			0			0			0		
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	0	63	63	0	67	1	67	0	67	1	67	0	67	1	67	
	Left-Through		0							0				0				0		
	Through	142	0	277	0	142	277	22	173	0	316	0	173	0	316	0	173	0	316	
	Through-Right		1							1				1				1		
	Right	135	0	0	0	135	0	0	143	0	0	0	143	0	0	0	143	0	0	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
SOUTHBOUND	Left	66	1	66	0	66	66	13	83	1	83	0	83	1	83	0	83	1	83	
	Left-Through		0							0				0				0		
	Through	313	0	493	0	313	493	24	356	0	566	0	356	0	566	0	356	0	566	
	Through-Right		1							1				1				1		
	Right	180	0	0	0	180	0	19	210	0	0	0	210	0	0	0	210	0	0	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
EASTBOUND	Left	46	1	46	0	46	46	41	90	1	90	0	90	1	90	0	90	1	90	
	Left-Through		0							0				0				0		
	Through	875	2	297	24	899	305	311	1240	2	419	24	1264	2	427	0	1264	2	427	
	Through-Right		1							1				1				1		
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
WESTBOUND	Left	83	1	83	0	83	83	0	88	1	88	0	88	1	88	0	88	1	88	
	Left-Through		0							0				0				0		
	Through	1582	2	550	4	1586	552	350	2029	2	717	4	2033	2	718	0	2033	2	718	
	Through-Right		1							1				1				1		
	Right	69	0	69	0	69	69	48	121	0	121	0	121	0	121	0	121	0	121	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
CRITICAL VOLUMES			North-South: 556 East-West: 596 SUM: 1152			North-South: 556 East-West: 598 SUM: 1154			North-South: 633 East-West: 807 SUM: 1440				North-South: 633 East-West: 808 SUM: 1441				North-South: 633 East-West: 808 SUM: 1441			
VOLUME/CAPACITY (V/C) RATIO:			0.768			0.769			0.960				0.961				0.961			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.668			0.669			0.860				0.861				0.861			
LEVEL OF SERVICE (LOS):			B			B			D				D				D			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Van Ness Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18	
21	East-West Street:	Sunest Blvd	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 3	
No. of Phases		2	2		2		2		2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0		
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0		
Override Capacity		0	0		0		0		0		
NB--		0	SB--		0		NB--		0		
EB--		0	WB--		0		EB--		0		
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2		
Override Capacity		0	0		0		0		0		
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	54	0	54	54	11	68	1	68
	Left-Through	14	0	185	0	14	185	0	15	0	202
	Through	171	0	0	0	171	0	5	187	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	328	1	328	0	328	328	5	353	1	353
	Left-Through	198	0	233	0	198	233	43	253	0	290
	Through	35	0	0	0	35	0	0	37	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	5	1	5	0	5	5	0	5	1	5
	Left-Through	1066	2	369	24	1090	377	300	1432	2	500
	Through	41	0	41	0	41	41	24	68	0	68
	Through-Right	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	73	1	73	0	73	73	40	117	1	117
	Left-Through	1618	2	547	4	1622	548	385	2103	2	709
	Through	23	0	23	0	23	23	0	24	0	24
	Through-Right	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	513	North-South:	513	North-South:	555	North-South:	555	North-South:	555
		East-West:	552	East-West:	553	East-West:	714	East-West:	715	East-West:	715
		SUM:	1065	SUM:	1066	SUM:	1269	SUM:	1270	SUM:	1270
VOLUME/CAPACITY (V/C) RATIO:		0.710		0.711		0.846		0.847		0.847	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.610		0.611		0.746		0.747		0.747	
LEVEL OF SERVICE (LOS):		B		B		C		C		C	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Wilton Pl			Year of Count:			2017			Ambient Growth: (%):			1			Conducted by:		GTC		Date:		3/7/18		
22		East-West Street:			Sunset Blvd			Projection Year:			2023			Peak Hour:			AM			Reviewed by:				Project:		Modera Argyle - Alt 3		
No. of Phases								2						2						2						2		
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			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
Override Capacity								2						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	64	1	64	0	64	64	7	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75					
	Left-Through		0							0				0				0			0							
	Through	240	1	195	0	240	195	1	256	1	208	0	256	1	208	0	256	1	208	0	256	1	208					
	Through-Right		1							1				1				1			1							
	Right	149	0	149	0	149	149	1	159	0	159	0	159	0	159	0	159	0	159	0	159	0	159					
SOUTHBOUND	Left-Through-Right		0							0				0				0			0							
	Left-Right		0							0				0				0			0							
	Left	143	1	143	0	143	143	12	164	1	164	0	164	1	164	0	164	1	164	0	164	1	164					
	Left-Through		0							0				0				0			0							
	Through	538	1	318	0	538	318	2	573	1	341	0	573	1	341	0	573	1	341	0	573	1	341					
EASTBOUND	Through-Right		1							1				1				1			1							
	Right	98	0	98	0	98	98	4	108	0	108	0	108	0	108	0	108	0	108	0	108	0	108					
	Left-Through-Right		0							0				0				0			0							
	Left-Right		0							0				0				0			0							
	Left	70	1	70	0	70	70	1	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75					
WESTBOUND	Left-Through		0							0				0				0			0							
	Through	1107	2	438	4	1111	440	151	1326	2	516	4	1330	2	517	0	1330	2	517	0	1330	2	517					
	Through-Right		1							1				1				1			1							
	Right	208	0	208	0	208	208	1	222	0	222	0	222	0	222	0	222	0	222	0	222	0	222					
	Left-Through-Right		0							0				0				0			0							
CRITICAL VOLUMES	Left-Right		0							0				0				0			0							
	Left	118	1	118	0	118	118	0	125	1	125	0	125	1	125	0	125	1	125	0	125	1	125					
	Left-Through		0							0				0				0			0							
	Through	793	2	397	1	794	397	185	1027	2	514	1	1028	2	514	0	1028	2	514	0	1028	2	514					
	Through-Right		0							0				0				0			0							
VOLUME/CAPACITY (V/C) RATIO:	Right	105	1	34	0	105	34	3	114	1	32	0	114	1	32	0	114	1	32	0	114	1	32					
	Left-Through-Right		0							0				0				0			0							
	Left-Right		0							0				0				0			0							
	Left																											
	Left-Through																											
CRITICAL VOLUMES					North-South: 382			382			North-South: 416				416				North-South: 416				416					
					East-West: 556			558			East-West: 641				642				East-West: 642				642					
					SUM: 938			940			SUM: 1057				1058				SUM: 1058				1058					
VOLUME/CAPACITY (V/C) RATIO:								0.625							0.705								0.705					
V/C LESS ATSAC/ATCS ADJUSTMENT:								0.525							0.605								0.605					
LEVEL OF SERVICE (LOS):								A							B								B					

REMARKS:

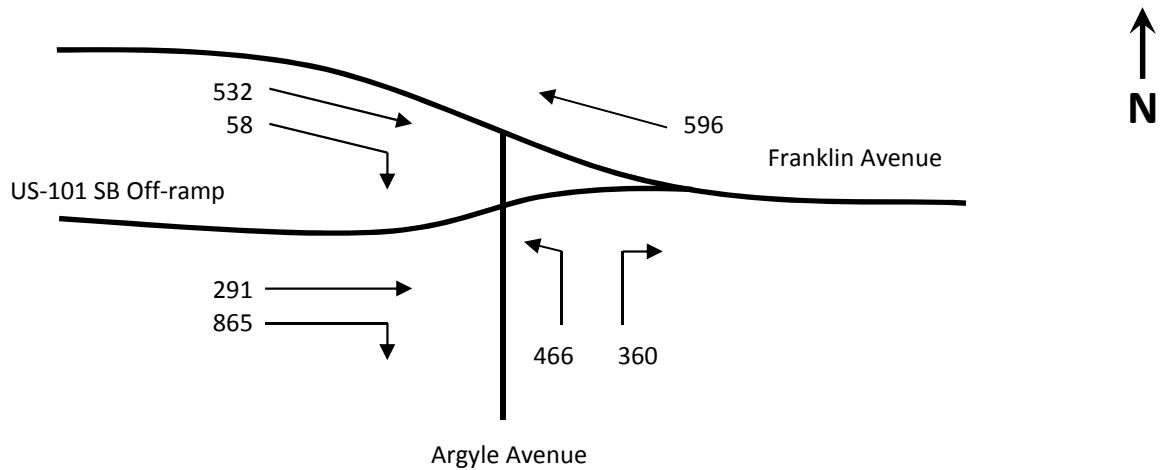
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

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

Existing with Project Alternative 3 Conditions - PM Peak Hour



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

$$\text{Westbound Through: } \frac{596}{2} = 298 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{532}{2} = 266 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 291$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{298}$$

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

$$\text{Northbound Left + Right: } \frac{466 + 360}{2} = \frac{826}{2} = 413 \quad \text{or}$$

$$\text{Northbound Right: } 360 \quad \text{or}$$

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

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

$$\text{Critical Volume: } 298 + 413 = \mathbf{711}$$

$$\text{Intersection V/C: } \frac{711}{1500} = \mathbf{0.474}$$

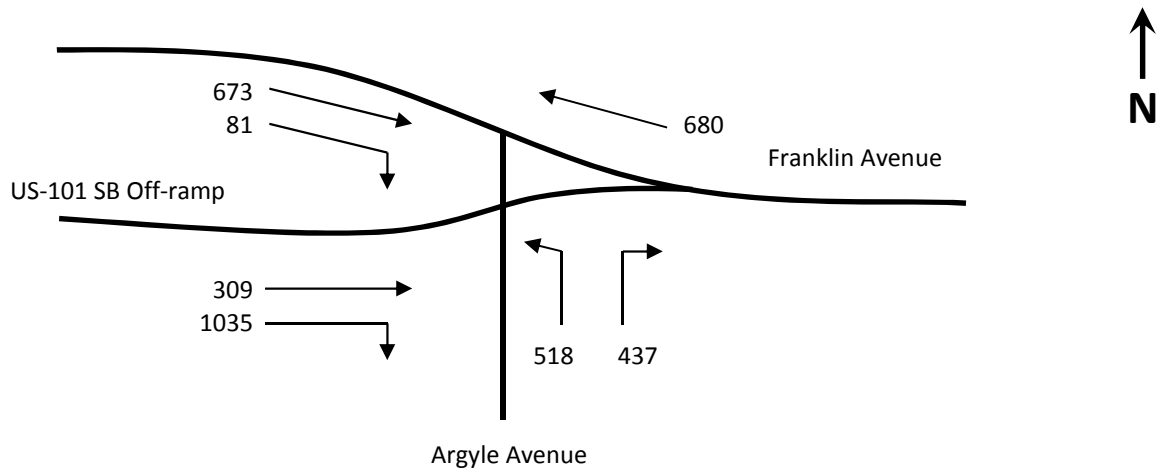
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.374}$$

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

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

Future with Project Alternative 3 Conditions (Year 2023) - PM Peak Hour



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

$$\text{Westbound Through: } \frac{680}{2} = 340 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{673}{2} = 337 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 309$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{340}$$

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

$$\text{Northbound Left + Right: } \frac{518 + 437}{2} = \frac{955}{2} = 478 \quad \text{or}$$

$$\text{Northbound Right: } 437 \quad \text{or}$$

$$\text{Eastbound Right (Franklin): } 81$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{478}$$

$$\text{Critical Volume: } 340 + 478 = \mathbf{818}$$

$$\text{Intersection V/C: } \frac{818}{1500} = \mathbf{0.545}$$

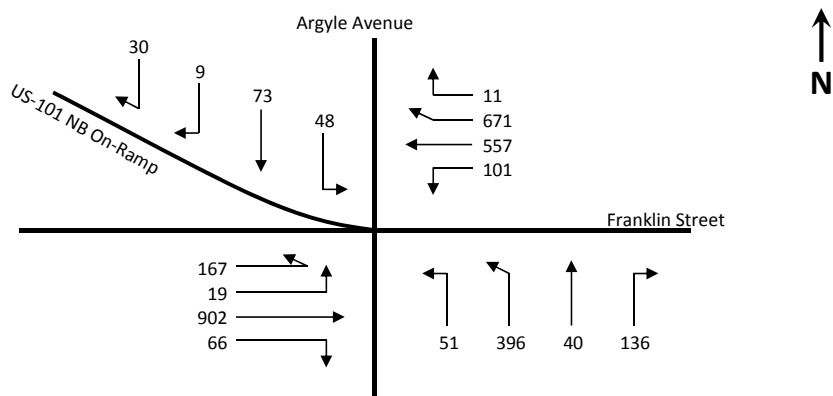
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.445}$$

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

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

Existing with Project Alternative 3 Conditions - PM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:
 $167 + 19 = 186$ and

Westbound Throughs + Rights:

$$\frac{557 + 671 + 11}{2} = \frac{1239}{2} = 620 \quad \text{or}$$

Westbound Rights: $671 + 11 = 682$ or

Westbound Lefts: 101 and

Eastbound Throughs: $\frac{902}{2} = 451$ or

Eastbound Rights: 66

Critical Volume #1 (CV1): **868**

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

Northbound Lefts + Throughs:

$$\frac{51 + 396 + 40}{2} = \frac{487}{2} = 244 \quad \text{or}$$

Northbound Rights: $136 - 0.5 \times \text{WBL} = 85$

Critical Volume #2 (CV2): **244**

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

Southbound Lefts: 48 or

Southbound Throughs + Rights:

$$\frac{73 + 9 + 30}{2} = \frac{112}{2} = 56 \quad \text{or}$$

Southbound Rights: $9 + 30 = 39$

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

Critical Volume: $868 + 244 + 56 = 1168$

Intersection V/C: $\frac{1168}{1375} = 0.849$

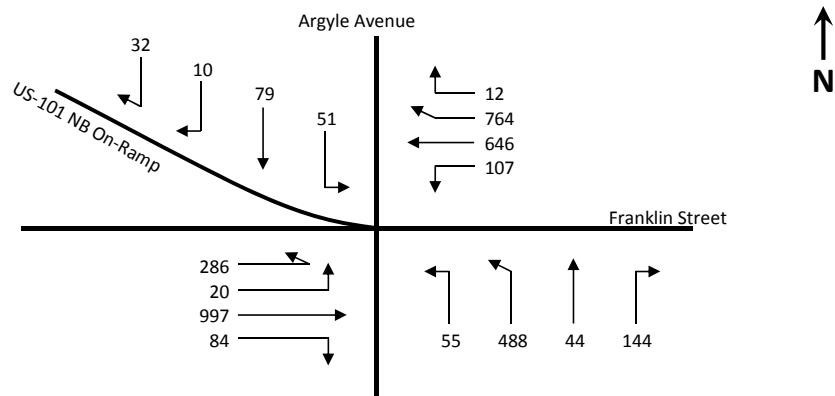
ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.749**

Intersection LOS: **C**

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

Future with Project Alternative 3 Conditions (Year 2023) - PM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:
 $286 + 20 = 306$ and

Westbound Throughs + Rights:

$$\frac{646 + 764 + 12}{2} = \frac{1422}{2} = 711 \quad \text{or}$$

Westbound Rights: $764 + 12 = 776$ or

Westbound Lefts: 107 and

Eastbound Throughs: $\frac{997}{2} = 499$ or

Eastbound Rights: 84

Critical Volume #1 (CV1): **1082**

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

Northbound Lefts + Throughs:

$$\frac{55 + 488 + 44}{2} = \frac{587}{2} = 294 \quad \text{or}$$

Northbound Rights: $144 - 0.5 \times \text{WBL} = 90$

Critical Volume #2 (CV2): **294**

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

Southbound Lefts: 51 or

Southbound Throughs + Rights:

$$\frac{79 + 10 + 32}{2} = \frac{121}{2} = 61 \quad \text{or}$$

Southbound Rights: $10 + 32 = 42$

Critical Volume #3 (CV3): **61**

Critical Volume: $1082 + 294 + 61 = 1437$

Intersection V/C: $\frac{1437}{1375} = 1.045$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.945**

Intersection LOS: **E**

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18	
3		East-West Street: Franklin Ave			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 3	
No. of Phases																	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																	
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
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
Override Capacity																	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ivar Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18									
4	East-West Street:	Yucca St	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 3									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
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										
Override Capacity		2	2		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	138	0	138	0	138	138	0	146	0	146	0	146	0	146	0	146	0	146
	Left-Through	14	0	262	0	14	262	0	15	0	278	0	15	0	278	0	15	0	278
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	110	0	0	0	110	0	0	117	0	0	0	117	0	0	0	117	0	0
	Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SOUTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through	1	0	5	0	1	5	0	1	0	5	0	1	0	5	0	1	0	5
	Through	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through	123	1	123	0	123	123	52	183	1	183	0	183	1	183	0	183	1	183
	Through	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	43	1	43	0	43	43	0	46	1	46	0	46	1	46	0	46	1	46
	Left-Through	278	1	278	0	278	278	52	347	1	347	0	347	1	347	0	347	1	347
	Through	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 263	East-West: 288	SUM: 551	North-South: 263	East-West: 288	SUM: 551	North-South: 279	East-West: 358	SUM: 637	North-South: 279	East-West: 358	SUM: 637	North-South: 279	East-West: 358	SUM: 637	North-South: 279	East-West: 358	SUM: 637
VOLUME/CAPACITY (V/C) RATIO:		0.367	0.367	0.425	0.425	0.425	0.425	0.425	0.425	0.425	0.425	0.425	0.425	0.425	0.425	0.425	0.425	0.425	0.425
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.267	0.267	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%):			1		Conducted by:		GTC		Date:		3/7/18	
5		East-West Street:			Yucca St			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 3	
No. of Phases					2			2			2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
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								
Override Capacity					2			2			2			2			2			2					
					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	210	1	210	0	210	210	28	251	1	251	0	251	1	251	0	251	1	251						
	Left-Through		0							0				0				0							
	Through	752	1	484	0	752	484	80	878	1	576	0	878	1	576	0	878	1	576						
	Through-Right		1							1				1				1							
	Right	215	0	215	0	215	215	46	274	0	274	0	274	0	274	0	274	0	274						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	39	1	39	0	39	39	0	41	1	41	0	41	1	41	0	41	1	41						
	Left-Through		0							0				0				0							
	Through	824	1	434	13	837	440	147	1022	1	534	13	1035	1	541	0	1035	1	541						
	Through-Right		1							1				1				1							
	Right	43	0	43	0	43	43	0	46	0	46	0	46	0	46	0	46	0	46						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	51	1	51	0	51	51	0	54	1	54	0	54	1	54	0	54	1	54						
	Left-Through		0							0				0				0							
	Through	138	1	138	0	138	138	11	157	1	157	0	157	1	157	0	157	1	157						
	Through-Right		0							0				0				0							
	Right	47	1	0	0	47	0	32	82	1	0	0	82	1	0	0	82	1	0						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	52	1	52	0	52	52	48	103	1	103	0	103	1	103	0	103	1	103						
	Left-Through		0							0				0				0							
	Through	78	1	45	0	78	45	16	99	1	56	0	99	1	56	0	99	1	56						
	Through-Right		1							1				1				1							
	Right	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 644 East-West: 190 SUM: 834			North-South: 650 East-West: 190 SUM: 840			North-South: 785 East-West: 260 SUM: 1045			North-South: 792 East-West: 260 SUM: 1052			North-South: 792 East-West: 260 SUM: 1052								
VOLUME/CAPACITY (V/C) RATIO:					0.556			0.560			0.697			0.701			0.701								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.456			0.460			0.597			0.601			0.601								
LEVEL OF SERVICE (LOS):					A			A			A			B			B								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
6		East-West Street: Yucca St			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 3			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	1	NB--	0	SB--	1	NB--	0	SB--	1	NB--	0	SB--	1		
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2		2		2			
Override Capacity		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	0	23	23	15	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		1							1				1				1	
	Through	432	0	237	6	438	240	54	513	0	298	6	519	0	301	0	519	0	301
	Through-Right		1							1				1				1	
	Right	18	0	237	0	18	240	24	43	0	298	0	43	0	301	0	43	0	301
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	9	0	9	0	9	9	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1							1				1				1	
	Through	111	0	65	4	115	67	1	119	0	70	4	123	0	72	0	123	0	72
	Through-Right		1							1				1				1	
	Right	1	1	0	0	1	0	2	3	1	0	0	3	1	0	0	3	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	246	1	246	0	246	246	34	295	1	295	0	295	1	295	0	295	1	295
	Left-Through		0							0				0				0	
	Through	86	1	86	0	86	86	10	101	1	101	0	101	1	101	0	101	1	101
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	13	80	1	80	0	80	1	80	0	80	1	80
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	8	1	8	0	8	8	14	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	55	0	132	0	55	132	47	105	0	226	0	105	0	226	0	105	0	226
	Through-Right		1							1				1				1	
	Right	77	0	0	0	77	0	39	121	0	0	0	121	0	0	0	121	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 246 East-West: 378 SUM: 624			North-South: 249 East-West: 378 SUM: 627			North-South: 308 East-West: 521 SUM: 829				North-South: 311 East-West: 521 SUM: 832				North-South: 311 East-West: 521 SUM: 832			
VOLUME/CAPACITY (V/C) RATIO:		0.416			0.418			0.553				0.555				0.555			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.316			0.318			0.453				0.455				0.455			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
7		East-West Street: Carlos Ave			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 3			
No. of Phases		3			3			3				3		3		3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2				2		2		2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0				
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2		2		2			
Override Capacity		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	750	1	382	1	751	382	66	862	1	439	1	863	1	440	0	863	1	440
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	2	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		1							1				1				1	
	Through	536	0	312	8	544	316	43	612	0	352	8	620	0	356	0	620	0	356
	Through-Right		1							1				1				1	
	Right	23	0	312	0	23	316	0	24	0	352	0	24	0	356	0	24	0	356
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	0	0	43	0	0	43	0	0	0	46	0	0	0	46	0	0	0	46
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
WESTBOUND	Left	11	0	11	0	11	11	1	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	2	0	70	0	2	70	0	2	0	76	0	2	0	76	0	2	0	76
	Through-Right		0							0				0				0	
	Right	57	0	0	0	57	0	0	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 398 East-West: 113 SUM: 511			North-South: 398 East-West: 113 SUM: 511			North-South: 456 East-West: 122 SUM: 578				North-South: 457 East-West: 122 SUM: 579				North-South: 457 East-West: 122 SUM: 579			
VOLUME/CAPACITY (V/C) RATIO:		0.359			0.359			0.406				0.406				0.406			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259			0.259			0.306				0.306				0.306			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Ivar Ave			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18				
8		East-West Street:			Hollywood Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 3				
No. of Phases					2			2			2			2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
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					
Override Capacity					2			2			2			2			2			2			2			2		
					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	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50	0	50	0	50					
	Left-Through		0							0				0				0				0						
	Through	189	0	368	0	189	368	0	201	0	391	0	201	0	391	0	201	0	391	0	201	0	391					
	Through-Right		0							0				0				0				0						
	Right	132	0	0	0	132	0	0	140	0	0	0	140	0	0	0	140	0	0	0	140	0	0					
	Left-Through-Right		1							1				1				1				1						
SOUTHBOUND	Left-Right		0							0				0				0				0						
	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14	0	14	0	14					
	Left-Through		0							0				0				0				0						
	Through	59	0	95	0	59	95	0	63	0	101	0	63	0	101	0	63	0	101	0	63	0	101					
	Through-Right		0							0				0				0				0						
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0	0	24	0	0					
EASTBOUND	Left-Through-Right		1							1				1				1				1						
	Left-Right		0							0				0				0				0						
	Left	45	1	45	0	45	45	0	48	1	48	0	48	1	48	0	48	1	48	0	48	1	48					
	Left-Through		0							0				0				0				0						
	Through	806	1	420	5	811	422	264	1120	1	578	5	1125	1	580	0	1125	1	580	0	1125	1	580					
	Through-Right		1							1				1				1				1						
WESTBOUND	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35					
	Left-Through-Right		0							0				0				0				0						
	Left-Right		0							0				0				0				0						
	Left	92	1	92	0	92	92	0	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98					
	Left-Through		0							0				0				0				0						
	Through	720	1	384	1	721	384	438	1202	1	626	1	1203	1	627	0	1203	1	627	0	1203	1	627					
CRITICAL VOLUMES	Through-Right		1							1				1				1				1						
	Right	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50	0	50	0	50					
	Left-Through-Right		0							0				0				0				0						
	Left-Right		0							0				0				0				0						
	Left																											
	Left-Through																											
CRITICAL VOLUMES					North-South: 381			North-South: 381			North-South: 405			North-South: 405			North-South: 405			North-South: 405								
					East-West: 512			East-West: 514			East-West: 676			East-West: 678			East-West: 678			East-West: 678								
					SUM: 893			SUM: 895			SUM: 1081			SUM: 1083			SUM: 1083			SUM: 1083								
VOLUME/CAPACITY (V/C) RATIO:					0.595			0.597			0.721			0.722			0.722			0.722								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.495			0.497			0.621			0.622			0.622			0.622								
LEVEL OF SERVICE (LOS):					A			A			B			B			B			B								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%):			1		Conducted by:		GTC		Date:		3/7/18	
9		East-West Street:			Hollywood Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 3	
No. of Phases					3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0								
Override Capacity					2			2			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	145	1	145	0	145	145	9	163	1	163	0	163	1	163	0	163	1	163						
	Left-Through		0							0				0				0							
	Through	988	2	494	0	988	494	108	1157	2	579	0	1157	2	579	0	1157	2	579						
	Through-Right		0							0				0				0							
	Right	260	1	221	0	260	221	1	277	1	231	0	277	1	231	0	277	1	231						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left		0							0				0				0							
	Left-Through	90	1	90	0	90	90	41	137	1	137	0	137	1	137	0	137	1	137						
	Through	876	1	468	13	889	474	134	1064	1	574	13	1077	1	581	0	1077	1	581						
	Through-Right		1							1				1				1							
	Right	59	0	59	0	59	59	21	84	0	84	0	84	0	84	0	84	0	84						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left		0							0				0				0							
	Left-Through	49	1	49	0	49	49	21	73	1	73	0	73	1	73	0	73	1	73						
	Through	836	2	418	5	841	421	241	1128	2	564	5	1133	2	567	0	1133	2	567						
	Through-Right		0							0				0				0							
	Right	88	1	0	0	88	0	3	96	1	0	0	96	1	0	0	96	1	0						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left		0							0				0				0							
	Left-Through	79	1	79	0	79	79	9	93	1	93	0	93	1	93	0	93	1	93						
	Through	683	1	379	1	684	379	407	1132	1	611	1	1133	1	612	0	1133	1	612						
	Through-Right		1							1				1				1							
	Right	74	0	74	0	74	74	11	90	0	90	0	90	0	90	0	90	0	90						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 613			North-South: 619			North-South: 737			North-South: 744			North-South: 744								
					East-West: 497			East-West: 500			East-West: 684			East-West: 685			East-West: 685								
					SUM: 1110			SUM: 1119			SUM: 1421			SUM: 1429			SUM: 1429								
VOLUME/CAPACITY (V/C) RATIO:					0.779			0.785			0.997			1.003			1.003								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.679			0.685			0.897			0.903			0.903								
LEVEL OF SERVICE (LOS):					B			B			D			E			E								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Argyle Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18										
10	East-West Street:	Hollywood Blvd	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 3										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
			2		2		2		2											
			0		0		0		0											
			0		0		0		0											
			0		0		0		0											
			2		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	38	1	38	1	39	39	0	40	1	40	1	41	1	41	0	41	1	41	
	Left-Through		0							0		0			0			0		
	Through	287	1	287	6	293	293	17	322	1	322	6	328	1	328	0	328	1	328	
	Through-Right		0							0		0			0			0		
	Right	45	1	11	0	45	11	13	61	1	20	0	61	1	20	0	61	1	20	
	Left-Through-Right		0							0		0			0			0		
	Left-Right		0							0		0			0			0		
SOUTHBOUND	Left	37	1	37	0	37	37	17	56	1	56	0	56	1	56	0	56	1	56	
	Left-Through		0							0		0			0			0		
	Through	124	1	124	4	128	128	0	132	1	132	4	136	1	136	0	136	1	136	
	Through-Right		0							0		0			0			0		
	Right	65	1	10	0	65	10	11	80	1	3	0	80	1	3	0	80	1	3	
	Left-Through-Right		0							0		0			0			0		
	Left-Right		0							0		0			0			0		
EASTBOUND	Left	111	1	111	0	111	111	37	155	1	155	0	155	1	155	0	155	1	155	
	Left-Through		0							0		0			0			0		
	Through	931	2	466	0	931	466	323	1311	2	656	0	1311	2	656	0	1311	2	656	
	Through-Right		0							0		0			0			0		
	Right	169	1	150	5	174	155	0	179	1	159	5	184	1	164	0	184	1	164	
	Left-Through-Right		0							0		0			0			0		
	Left-Right		0							0		0			0			0		
WESTBOUND	Left	68	1	68	0	68	68	11	83	1	83	0	83	1	83	0	83	1	83	
	Left-Through		0							0		0			0			0		
	Through	725	1	436	0	725	436	356	1126	1	660	0	1126	1	660	0	1126	1	660	
	Through-Right		1							1				1				1		
	Right	147	0	147	0	147	147	38	194	0	194	0	194	0	194	0	194	0	194	
	Left-Through-Right		0							0		0			0			0		
	Left-Right		0							0		0			0			0		
CRITICAL VOLUMES			North-South: 324		324	North-South: 330		330	North-South: 378		378	North-South: 384		384	North-South: 384		384	North-South: 384		384
			East-West: 547		547	East-West: 547		547	East-West: 815		815	East-West: 815		815	East-West: 815		815	East-West: 815		815
			SUM: 871		871	SUM: 877		877	SUM: 1193		1193	SUM: 1199		1199	SUM: 1199		1199	SUM: 1199		1199
VOLUME/CAPACITY (V/C) RATIO:				0.581		0.585		0.585		0.795		0.799		0.799		0.799		0.799		0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481		0.485		0.485		0.695		0.699		0.699		0.699		0.699		0.699
LEVEL OF SERVICE (LOS):				A		A		A		B		B		B		B		B		B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
11		East-West Street: Hollywood Blvd			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project: Modera Argyle - Alt 3				
No. of Phases		2			2			2			2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0				
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				
Override Capacity		2			2			2			2		2		2				
		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	84	1	84	0	84	84	48	137	1	137	0	137	1	137	0	137	1	137
	Left-Through		0							0				0				0	
	Through	631	1	368	1	632	368	62	732	1	449	1	733	1	450	0	733	1	450
	Through-Right		1							1				1				1	
	Right	104	0	104	0	104	104	56	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	89	1	89	0	89	89	1	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	496	1	496	8	504	504	33	560	1	560	8	568	1	568	0	568	1	568
	Through-Right		0							0				0				0	
	Right	149	1	94	0	149	94	10	168	1	109	0	168	1	109	0	168	1	109
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	110	1	110	0	110	110	2	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	778	1	423	1	779	424	304	1130	1	613	1	1131	1	614	0	1131	1	614
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	24	96	0	96	0	96	0	96	0	96	0	96
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	72	1	72	0	72	72	29	105	1	105	0	105	1	105	0	105	1	105
	Left-Through		0							0				0				0	
	Through	741	1	404	5	746	406	332	1119	1	596	5	1124	1	599	0	1124	1	599
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	3	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 580			North-South: 588			North-South: 697				North-South: 705				North-South: 705			
		East-West: 514			East-West: 516			East-West: 718				East-West: 719				East-West: 719			
		SUM: 1094			SUM: 1104			SUM: 1415				SUM: 1424				SUM: 1424			
VOLUME/CAPACITY (V/C) RATIO:		0.729			0.736			0.943				0.949				0.949			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.629			0.636			0.843				0.849				0.849			
LEVEL OF SERVICE (LOS):		B			B			D				D				D			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Ivar Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
12		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 3			
		No. of Phases		2			2			2			2					2	
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0					0	
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					0	
				EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0					0	
		ATSAC-1 or ATSAC+ATCS-2?		2			2			2			2					2	
		Override Capacity		0			0			0			0					0	
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	42	0	42	42	0	45	0	45	0	45	0	45	0	45	0	45
	Left-Through		0							0				0				0	
	Through	277	0	345	0	277	345	0	294	0	367	0	294	0	367	0	294	0	367
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	158	0	203	0	158	203	0	168	0	216	0	168	0	216	0	168	0	216
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	52	0	52	0	52	52	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0				0				0	
	Through	75	0	198	17	92	215	5	85	0	215	17	102	0	232	0	102	0	232
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	0	75	0	0	0	75	0	0	0	75	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0							0				0				0	
	Through	26	0	80	5	31	85	13	41	0	98	5	46	0	103	0	46	0	103
	Through-Right		0							0				0				0	
	Right	39	0	0	0	39	0	0	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 357		357	North-South: 357		357	North-South: 380		380	North-South: 380		380	North-South: 380		380	North-South: 248		248
		East-West: 213		213	East-West: 230		230	East-West: 231		231	East-West: 248		248	East-West: 248		248	East-West: 628		628
		SUM: 570		570	SUM: 587		587	SUM: 611		611	SUM: 628		628	SUM: 628		628	SUM: 628		628
VOLUME/CAPACITY (V/C) RATIO:				0.380			0.391			0.407			0.419			0.419			0.419
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.291			0.307			0.319			0.319			0.319
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Vine St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18									
13	East-West Street:	Selma Ave	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 3									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0										
Override Capacity		0	0		0		0		0										
NB--		0	SB--		0		NB--		0										
EB--		0	WB--		0		EB--		0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	52	0	52	52	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	1138	2	569	0	1138	569	123	1331	2	666	0	1331	2	666	0	1331	2	666
	Through-Right		0							0				0				0	
	Right	108	1	84	2	110	86	3	118	1	91	2	120	1	93	0	120	1	93
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	67	1	67	13	80	80	0	71	1	71	13	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	834	1	451	0	834	451	183	1068	1	575	0	1068	1	575	0	1068	1	575
EASTBOUND	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	9	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	79	1	79	0	79	79	3	87	1	87	0	87	1	87	0	87	1	87
WESTBOUND	Left-Through		0							0				0				0	
	Through	199	0	282	17	216	299	2	213	0	301	17	230	0	318	0	230	0	318
	Through-Right		1							1				1				1	
	Right	83	0	0	0	83	0	0	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	48	1	48	0	48	48	3	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	97	0	167	5	102	172	1	104	0	178	5	109	0	183	0	109	0	183
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	70	0	0	0	70	0	0	74	0	0	0	74	0	0	0	74	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	North-South:	636		636	North-South:	649		649	North-South:	737		737	North-South:	750		750	North-South:	750	
	East-West:	330		330	East-West:	347		347	East-West:	355		355	East-West:	372		372	East-West:	372	
SUM:	SUM:	966		966	SUM:	996		996	SUM:	1092		1092	SUM:	1122		1122	SUM:	1122	
	VOLUME/CAPACITY (V/C) RATIO:		0.644			0.664			0.728				0.748				0.748		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.544			0.564			0.628				0.648				0.648		
	LEVEL OF SERVICE (LOS):		A			A			B				B				B		
	REMARKS:																		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.020	Δv/c after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
14		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project: Modera Argyle - Alt 3				
No. of Phases					2			2			2			2					
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?					0			0			0			0					
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0					
Override Capacity					2			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	44	1	44	0	44	44	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	210	0	240	0	210	268	25	248	0	280	0	248	0	308	0	248	0	308
	Through-Right		1							1				1				1	
	Right	30	0	0	28	58	0	0	32	0	0	28	60	0	0	0	60	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	8	1	8	11	19	19	0	8	1	8	11	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	262	0	362	-2	260	360	7	285	0	395	-2	283	0	393	0	283	0	393
	Through-Right		1							1				1				1	
	Right	100	0	0	0	100	0	4	110	0	0	0	110	0	0	0	110	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	95	1	95	0	95	95	5	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	110	0	189	40	150	221	0	117	0	201	40	157	0	233	0	157	0	233
	Through-Right		1							1				1				1	
	Right	79	0	0	-8	71	0	0	84	0	0	-8	76	0	0	0	76	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	11	0	11	4	15	15	0	12	0	12	4	16	0	16	0	16	0	16
	Left-Through		0							0				0				0	
	Through	62	0	165	5	67	181	0	66	0	176	5	71	0	192	0	71	0	192
	Through-Right		0							0				0				0	
	Right	92	0	0	7	99	0	0	98	0	0	7	105	0	0	0	105	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 406			North-South: 404			North-South: 442			North-South: 440			North-South: 440					
		East-West: 260			East-West: 276			East-West: 282			East-West: 298			East-West: 298					
		SUM: 666			SUM: 680			SUM: 724			SUM: 738			SUM: 738					
VOLUME/CAPACITY (V/C) RATIO:		0.444			0.453			0.483			0.492			0.492					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.344			0.353			0.383			0.392			0.392					
LEVEL OF SERVICE (LOS):		A			A			A			A			A					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
15		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project: Modera Argyle - Alt 3				
No. of Phases		4			4			4					4		4				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2					2		2				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0				
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2					2		2				
Override Capacity		0			0			0					0		0				
MOVEMENT		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	47	1	47	0	47	47	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	653	1	333	0	653	333	168	861	1	438	0	861	1	438	0	861	1	438
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0			0		
SOUTHBOUND	Left	25	1	25	0	25	25	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	550	0	671	0	550	679	71	655	0	783	0	655	0	791	0	655	0	791
	Through-Right		1							1				1				1	
	Right	121	0	0	8	129	0	0	128	0	0	8	136	0	0	0	136	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	47	0	47	1	48	48	0	50	0	50	1	51	0	51	0	51	0	51
	Left-Through		0							0				0				0	
	Through	4	0	117	0	4	119	0	4	0	124	0	4	0	126	0	4	0	126
	Through-Right		0							0				0				0	
	Right	66	0	0	1	67	0	0	70	0	0	1	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
WESTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	0	0	45	0	0	45	0	0	0	48	0	0	0	48	0	0	0	48
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 718 East-West: 162 SUM: 880		North-South: 726 East-West: 164 SUM: 890		North-South: 833 East-West: 172 SUM: 1005		North-South: 841 East-West: 174 SUM: 1015		North-South: 841 East-West: 174 SUM: 1015									
VOLUME/CAPACITY (V/C) RATIO:		0.640		0.647		0.731		0.738		0.738									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.540		0.547		0.631		0.638		0.638									
LEVEL OF SERVICE (LOS):		A		A		B		B		B									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%):			1		Conducted by:		GTC		Date:		3/7/18	
16		East-West Street:			Sunset Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 3	
No. of Phases					4			4			4			4			4			4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0								
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								
Override Capacity					2			2			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	99	1	99	0	99	99	13	118	1	118	0	118	1	118	0	118	1	118						
	Left-Through		0							0				0				0							
	Through	949	2	475	2	951	476	79	1086	2	543	2	1088	2	544	0	1088	2	544						
	Through-Right		0							0				0				0							
	Right	162	1	16	0	162	16	74	246	1	23	0	246	1	23	0	246	1	23						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	154	1	154	0	154	154	83	246	1	246	0	246	1	246	0	246	1	246						
	Left-Through		0							0				0				0							
	Through	981	1	554	0	981	554	89	1130	1	639	0	1130	1	639	0	1130	1	639						
	Through-Right		1							1				1				1							
	Right	127	0	127	0	127	127	13	148	0	148	0	148	0	148	0	148	0	148						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	99	1	99	0	99	99	15	120	1	120	0	120	1	120	0	120	1	120						
	Left-Through		0							0				0				0							
	Through	1461	2	522	9	1470	525	275	1826	2	651	9	1835	2	654	0	1835	2	654						
	Through-Right		1							1				1				1							
	Right	106	0	106	0	106	106	13	126	0	126	0	126	0	126	0	126	0	126						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	146	1	146	0	146	146	68	223	1	223	0	223	1	223	0	223	1	223						
	Left-Through		0							0				0				0							
	Through	1098	2	401	2	1100	402	310	1476	2	540	2	1478	2	540	0	1478	2	540						
	Through-Right		1							1				1				1							
	Right	105	0	105	0	105	105	32	143	0	143	0	143	0	143	0	143	0	143						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 653			North-South: 653			North-South: 789			North-South: 790			North-South: 790								
					East-West: 668			East-West: 671			East-West: 874			East-West: 877			East-West: 877								
					SUM: 1321			SUM: 1324			SUM: 1663			SUM: 1667			SUM: 1667								
VOLUME/CAPACITY (V/C) RATIO:					0.961			0.963			1.209			1.212			1.212								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.861			0.863			1.109			1.112			1.112								
LEVEL OF SERVICE (LOS):					D			D			F			F			F								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
17		East-West Street: Sunset Blvd			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 3			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0				
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2		2		2			
Override Capacity		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left																		
	Left-Through	64	1	64	7	71	71	0	68	1	68	7	75	1	75	0	75	1	75
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	150	1	76	2	152	74	7	166	1	75	2	168	1	73	0	168	1	73
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left																		
	Left-Through	148	1	148	9	157	157	25	182	1	182	9	191	1	191	0	191	1	191
	Through	1373	3	458	0	1373	458	381	1838	3	613	0	1838	3	613	0	1838	3	613
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1115	2	404	0	1115	409	414	1598	2	567	0	1598	2	572	0	1598	2	572
	Through-Right		1							1				1				1	
	Right	98	0	98	14	112	112	0	104	0	104	14	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 76 East-West: 552 SUM: 628			North-South: 74 East-West: 566 SUM: 640			North-South: 75 East-West: 749 SUM: 824				North-South: 75 East-West: 763 SUM: 838				North-South: 75 East-West: 763 SUM: 838			
VOLUME/CAPACITY (V/C) RATIO:		0.419			0.427			0.549				0.559				0.559			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.319			0.327			0.449				0.459				0.459			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			El Centro Ave			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18	
18		East-West Street:			Sunset Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 3	
No. of Phases											2					2					2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											0					0					0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			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?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0		
Override Capacity					2			2			2		2			2		2			2		2		
					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	57	0	57	0	57	57	0	61	0	61	0	61	0	61	0	61	0	61	0	61	0	61		
	Left-Through		0							0				0				0			0				
	Through	154	0	327	4	158	331	2	165	0	349	4	169	0	353	0	169	0	353	0	169	0	353		
	Through-Right		0							0				0				0			0				
	Right	116	0	0	0	116	0	0	123	0	0	0	123	0	0	0	123	0	0	0	123	0	0		
	Left-Through-Right		1							1				1				1			1				
SOUTHBOUND	Left-Right		0							0				0				0			0				
	Left	43	0	43	3	46	46	3	49	0	49	3	52	0	52	0	52	0	52	0	52	0	52		
	Left-Through		0							0				0				0			0				
	Through	54	0	136	0	54	139	1	58	0	148	0	58	0	151	0	58	0	151	0	58	0	151		
	Through-Right		0							0				0				0			0				
	Right	39	0	0	0	39	0	0	41	0	0	0	41	0	0	0	41	0	0	0	41	0	0		
EASTBOUND	Left-Through-Right		1							1				1				1			1				
	Left-Right		0							0				0				0			0				
	Left	45	1	45	0	45	45	0	48	1	48	0	48	1	48	0	48	1	48	0	48	1	48		
	Left-Through		0							0				0				0			0				
	Through	1529	2	532	7	1536	534	486	2109	2	726	7	2116	2	729	0	2116	2	729	0	2116	2	729		
	Through-Right		1							1				1				1			1				
WESTBOUND	Right	66	0	66	0	66	66	0	70	0	70	0	70	0	70	0	70	0	70	0	70	0	70		
	Left-Through-Right		0							0				0				0			0				
	Left-Right		0							0				0				0			0				
	Left	64	1	64	0	64	64	0	68	1	68	0	68	1	68	0	68	1	68	0	68	1	68		
	Left-Through		0							0				0				0			0				
	Through	1269	2	451	14	1283	457	533	1880	2	657	14	1894	2	663	0	1894	2	663	0	1894	2	663		
CRITICAL VOLUMES	Through-Right		1							1				1				1			1				
	Right	83	0	83	4	87	87	4	92	0	92	4	96	0	96	0	96	0	96	0	96	0	96		
	Left-Through-Right		0							0				0				0			0				
	Left-Right		0							0				0				0			0				
	Left																								
	Left-Through																								
CRITICAL VOLUMES					North-South: 370			North-South: 377			North-South: 398			North-South: 405			North-South: 405								
					East-West: 596			East-West: 598			East-West: 794			East-West: 797			East-West: 797								
					SUM: 966			SUM: 975			SUM: 1192			SUM: 1202			SUM: 1202								
VOLUME/CAPACITY (V/C) RATIO:					0.644			0.650			0.795			0.801			0.801								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.544			0.550			0.695			0.701			0.701								
LEVEL OF SERVICE (LOS):					A			A			B			C			C								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
19		East-West Street: Sunset Blvd			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 3			
		No. of Phases																	
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																	
		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					
		ATSAC-1 or ATSAC+ATCS-2?			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0					
		Override Capacity			2			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	50	1	50	3	53	53	11	64	1	64	3	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	484	0	569	0	484	569	80	594	0	690	0	594	0	690	0	594	0	690
	Through-Right		1							1				1				1	
	Right	85	0	0	0	85	0	6	96	0	0	0	96	0	0	0	96	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	72	1	72	0	72	72	5	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	423	0	477	1	424	478	32	481	0	572	1	482	0	573	0	482	0	573
EASTBOUND	Through-Right		1							1				1				1	
	Right	54	0	0	0	54	0	34	91	0	0	0	91	0	0	0	91	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	113	1	113	0	113	113	80	200	1	200	0	200	1	200	0	200	1	200
WESTBOUND	Left-Through		0							0				0				0	
	Through	1452	2	510	10	1462	514	434	1975	2	693	10	1985	2	697	0	1985	2	697
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	21	105	0	105	0	105	0	105	0	105	0	105
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	72	1	72	0	72	72	3	79	1	79	0	79	1	79	0	79	1	79
	Left-Through		0							0				0				0	
	Through	1240	2	456	16	1256	461	450	1766	2	637	16	1782	2	642	0	1782	2	642
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	128	0	128	0	128	128	8	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left																		
	Left-Through																		
CRITICAL VOLUMES		North-South: 641			North-South: 641			North-South: 771				North-South: 771				North-South: 771			
		East-West: 582			East-West: 586			East-West: 837				East-West: 842				East-West: 842			
		SUM: 1223			SUM: 1227			SUM: 1608				SUM: 1613				SUM: 1613			
VOLUME/CAPACITY (V/C) RATIO:					0.858							1.132							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.758							1.032							
LEVEL OF SERVICE (LOS):					C							F							

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bronson Ave		Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18
20	East-West Street:	Sunset Blvd		Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 3
No. of Phases		2		2		2		2		2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0	
Override Capacity		2		2		2		2		2	
NB--		0		0		0		0		0	
SB--		0		0		0		0		0	
EB--		0		0		0		0		0	
WB--		0		0		0		0		0	
ATCS-1 or ATCS+ATCS-2?		2		2		2		2		2	
Override Capacity		0		0		0		0		0	
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	40	40	0	42	1	42
	Left-Through		0							0	
	Through	323	0	503	0	323	503	24	367	0	558
	Through-Right		1							1	
	Right	180	0	0	0	180	0	0	191	0	0
SOUTHBOUND	Left-Through-Right		0							0	
	Left-Right		0							0	
	Left	74	1	74	0	74	74	47	126	1	126
	Left-Through		0							0	
	Through	211	0	276	0	211	276	22	246	0	355
EASTBOUND	Through-Right		1							1	
	Right	65	0	0	0	65	0	40	109	0	0
	Left-Through-Right		0							0	
	Left-Right		0							0	
	Left	83	1	83	0	83	83	23	111	1	111
WESTBOUND	Left-Through		0							0	
	Through	1678	2	567	10	1688	571	429	2210	2	745
	Through-Right		1							1	
	Right	24	0	24	0	24	24	0	25	0	25
	Left-Through-Right		0							0	
CRITICAL VOLUMES	Left-Right		0							0	
	Left	46	1	46	0	46	46	0	49	1	49
	Left-Through		0							0	
	Through	1306	2	460	16	1322	465	443	1829	2	642
	Through-Right		1							1	
VOLUME/CAPACITY (V/C) RATIO:	Right	73	0	73	0	73	73	21	98	0	98
	Left-Through-Right		0							0	
	Left-Right		0							0	
	North-South:	577		577	577		577	684		684	
	East-West:	613		617	617		617	794		797	
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	1190		1194	1194		1194	1478		1481	
	North-South:	0.793		0.796	0.796		0.796	0.985		0.987	
	East-West:	0.693		0.696	0.696		0.696	0.885		0.887	
	SUM:	B		B	B		B	D		D	
	LEVEL OF SERVICE (LOS):										

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Van Ness Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18	
21		East-West Street: Sunest Blvd			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 3	
		No. of Phases			2			2				2		2		2	
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0		0		0	
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0				0		0		0	
		ATSAC-1 or ATSAC+ATCS-2?			2			2				2		2		2	
		Override Capacity			0			0				0		0		0	
												</					

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Wilton Pl			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18	
22		East-West Street:			Sunset Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 3	
No. of Phases					2			2			2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
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								
Override Capacity					2			2			2			2			2			2					
					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	→	103	1	103	0	103	103	3	112	1	112	0	112	1	112	0	112	1	112					
	Left-Through	→	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	→	391	1	291	0	391	291	2	417	1	310	0	417	1	310	0	417	1	310					
	Through-Right	→	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Right	→	190	0	190	0	190	190	0	202	0	202	0	202	0	202	0	202	0	202					
SOUTHBOUND	Left-Through-Right	←	0	0	0	0	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	0	0	0	0						
	Left	←	80	1	80	0	80	80	48	133	1	133	0	133	1	133	0	133	1	133					
	Left-Through	←	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	←	383	1	239	0	383	239	1	408	1	256	0	408	1	256	0	408	1	256					
EASTBOUND	Through-Right	←	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Right	←	95	0	95	0	95	95	2	103	0	103	0	103	0	103	0	103	0	103					
	Left-Through-Right	←	0	0	0	0	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	0	0	0	0						
	Left	←	90	1	90	0	90	90	2	98	1	98	0	98	1	98	0	98	1	98					
WESTBOUND	Left-Through	→	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	→	1500	2	554	1	1501	555	254	1846	2	675	1	1847	2	676	0	1847	2	676					
	Through-Right	→	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Right	→	163	0	163	0	163	163	7	180	0	180	0	180	0	180	0	180	0	180					
	Left-Through-Right	→	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
CRITICAL VOLUMES	Left-Right	→	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left	←	82	1	82	0	82	82	1	88	1	88	0	88	1	88	0	88	1	88					
	Left-Through	←	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	←	1123	2	562	4	1127	564	237	1429	2	715	4	1433	2	717	0	1433	2	717					
	Through-Right	←	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
VOLUME/CAPACITY (V/C) RATIO:					0.682			0.683			0.837			0.839			0.839								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.582			0.583			0.737			0.739			0.739								
LEVEL OF SERVICE (LOS):					A			A			C			C			C								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

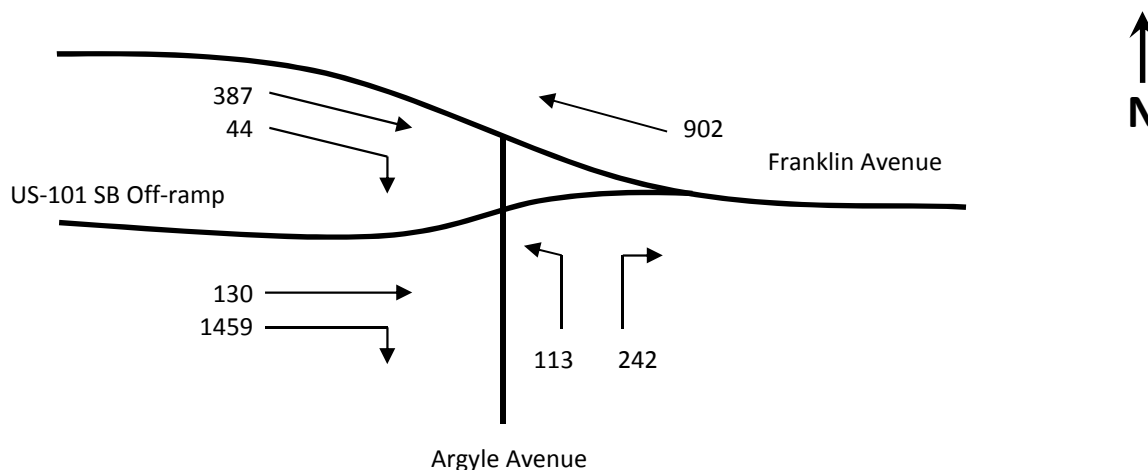
Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Attachment C

***Alternative 4
Level of Service Worksheets***

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

Existing with Project Alternative 4 Conditions - AM Peak Hour



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

$$\text{Westbound Through: } \frac{902}{2} = 451 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{387}{2} = 194 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 130$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{451}$$

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

$$\text{Northbound Left + Right: } \frac{113 + 242}{2} = \frac{355}{2} = 178 \quad \text{or}$$

$$\text{Northbound Right: } 242 \quad \text{or}$$

$$\text{Eastbound Right (Franklin): } 44$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{178}$$

$$\text{Critical Volume: } 451 + 178 = \mathbf{629}$$

$$\text{Intersection V/C: } \frac{629}{1500} = \mathbf{0.419}$$

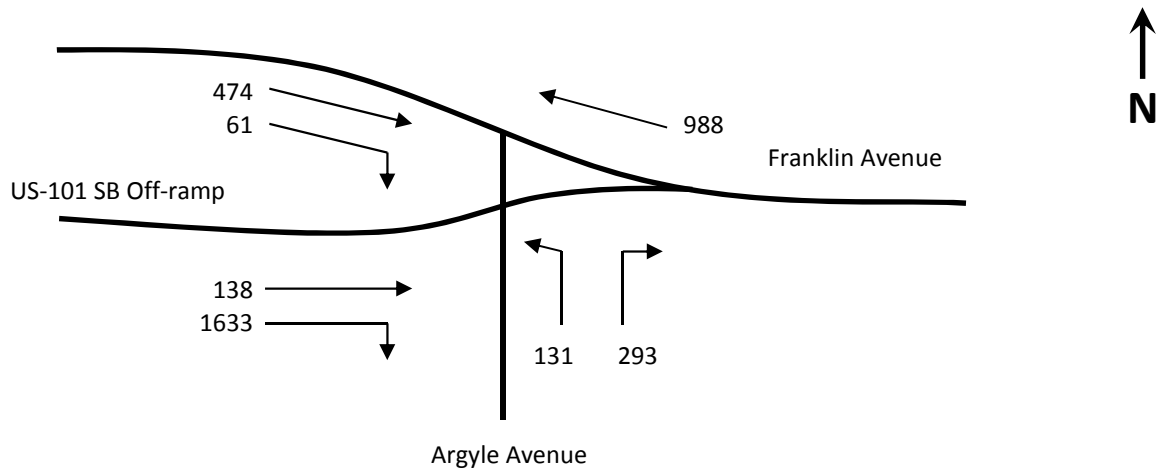
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.319}$$

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

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

Future with Project Alternative 4 Conditions (Year 2023) - AM Peak Hour



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

$$\text{Westbound Through: } \frac{988}{2} = 494 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{474}{2} = 237 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 138$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{494}$$

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

$$\text{Northbound Left + Right: } \frac{131 + 293}{2} = \frac{424}{2} = 212 \quad \text{or}$$

$$\text{Northbound Right: } 293 \quad \text{or}$$

$$\text{Eastbound Right (Franklin): } 61$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{212}$$

$$\text{Critical Volume: } 494 + 212 = \mathbf{706}$$

$$\text{Intersection V/C: } \frac{706}{1500} = \mathbf{0.471}$$

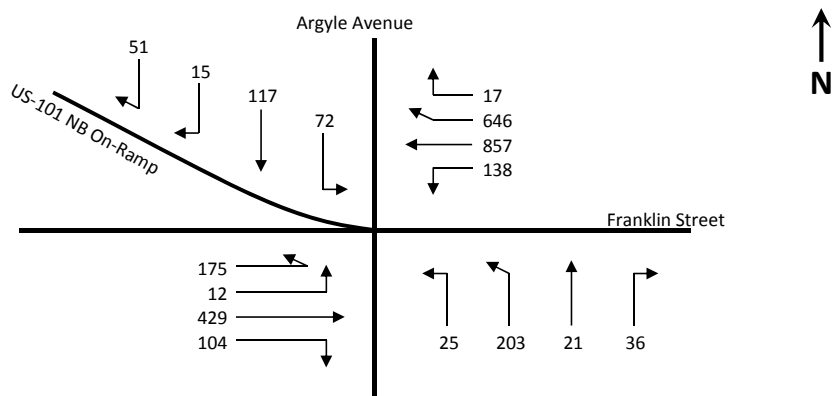
$$\text{ATSAC/ATCS Credit: } 0.10$$

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

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

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

Existing with Project Alternative 4 Conditions - AM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

$$175 + 12 = 187 \quad \text{and}$$

Westbound Throughs + Rights:

$$\frac{857 + 646 + 17}{2} = \frac{1520}{2} = 760 \quad \text{or}$$

$$\text{Westbound Rights: } 646 + 17 = 663 \quad \text{or}$$

$$\text{Westbound Lefts: } 138 \quad \text{and}$$

$$\text{Eastbound Throughs: } \frac{429}{2} = 215 \quad \text{or}$$

$$\text{Eastbound Rights: } 104$$

$$\text{Critical Volume \#1 (CV1): } 947$$

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

Northbound Lefts + Throughs:

$$\frac{25 + 203 + 21}{2} = \frac{249}{2} = 125 \quad \text{or}$$

$$\text{Northbound Rights: } 36 - 0.5 \times \text{WBL} = 0$$

$$\text{Critical Volume \#2 (CV2): } 125$$

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

$$\text{Southbound Lefts: } 72 \quad \text{or}$$

Southbound Throughs + Rights:

$$\frac{117 + 15 + 51}{2} = \frac{183}{2} = 92 \quad \text{or}$$

$$\text{Southbound Rights: } 15 + 51 = 66$$

$$\text{Critical Volume \#3 (CV3): } 92$$

$$\text{Critical Volume: } 947 + 125 + 92 = 1164$$

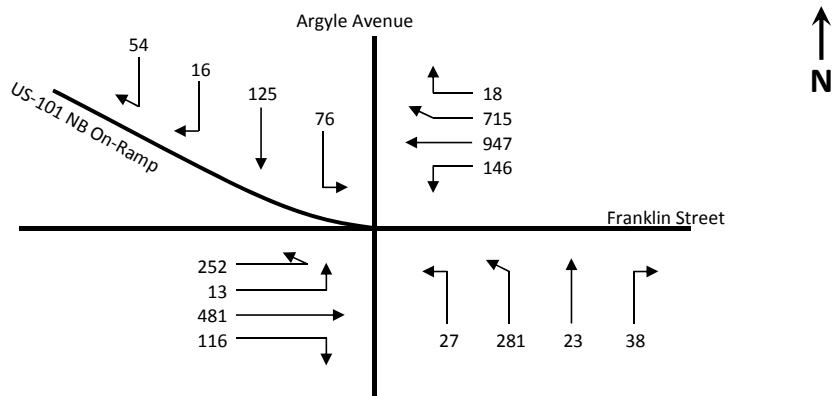
$$\text{Intersection V/C: } \frac{1164}{1375} = 0.847$$

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

$$\text{Final intersection V/C: } 0.747 \quad \text{Intersection LOS: } C$$

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

Future with Project Alternative 4 Conditions (Year 2023) - AM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:
 $252 + 13 = 265$ and

Westbound Throughs + Rights:

$$\frac{947 + 715 + 18}{2} = \frac{1680}{2} = 840 \quad \text{or}$$

Westbound Rights: $715 + 18 = 733$ or

Westbound Lefts: 146 and

Eastbound Throughs: $\frac{481}{2} = 241$ or

Eastbound Rights: 116

Critical Volume #1 (CV1): **1105**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{27 + 281 + 23}{2} = \frac{331}{2} = 166 \quad \text{or}$$

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

Critical Volume #2 (CV2): **166**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 76 or

Southbound Throughs + Rights:

$$\frac{125 + 16 + 54}{2} = \frac{195}{2} = 98 \quad \text{or}$$

Southbound Rights: $16 + 54 = 70$

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

Critical Volume: $1105 + 166 + 98 = \mathbf{1369}$

Intersection V/C: $\frac{1369}{1375} = \mathbf{0.996}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.896**

Intersection LOS: **D**

Alt 4 - AM.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ivar Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18									
4	East-West Street:	Yucca St	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 4									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
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										
Override Capacity		2	2		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	29	0	29	0	29	29	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through	3	0	75	0	3	75	0	3	0	80	0	3	0	80	0	3	0	80
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	43	0	0	0	43	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through	10	0	20	0	10	20	0	11	0	21	0	11	0	21	0	11	0	21
	Through	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Left-Through-Right	0	0	0	0	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	0	0	0	0	0
EASTBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through	63	1	63	0	63	63	44	111	1	111	0	111	1	111	0	111	1	111
	Through	48	1	48	0	48	48	0	51	1	51	0	51	1	51	0	51	1	51
	Through-Right	0	0	0	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	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	330	1	330	0	330	330	0	350	1	350	0	350	1	350	0	350	1	350
	Left-Through	175	1	175	0	175	175	29	215	1	215	0	215	1	215	0	215	1	215
	Through	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Through-Right	0	0	0	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	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 77		77	North-South: 77		77	North-South: 82		82	North-South: 82		82	North-South: 82		82	North-South: 461		461
		East-West: 393		393	East-West: 393		393	East-West: 461		461	East-West: 461		461	East-West: 461		461	East-West: 543		543
		SUM: 470		470	SUM: 470		470	SUM: 543		543	SUM: 543		543	SUM: 543		543	SUM: 543		543
VOLUME/CAPACITY (V/C) RATIO:				0.313			0.313				0.362				0.362				0.362
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.213			0.213				0.262				0.262				0.262
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Vine St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18											
5	East-West Street:	Yucca St	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 4											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0												
			2		2		2		2												
			0		0		0		0												
			0		0		0		0												
			0		0		0		0												
			2		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	66	1	66	0	66	66	16	86	1	86	0	86	1	86	0	86	1	86	1	86
	Left-Through		0							0				0				0		0	
	Through	350	1	248	0	350	248	48	420	1	302	0	420	1	302	0	420	1	302	1	302
	Through-Right		1							1				1				1		1	
	Right	146	0	146	0	146	146	28	183	0	183	0	183	0	183	0	183	0	183	0	183
	Left-Through-Right		0							0				0				0		0	
	Left-Right		0							0				0				0		0	
SOUTHBOUND	Left	100	1	100	0	100	100	0	106	1	106	0	106	1	106	0	106	1	106	1	106
	Left-Through		0							0				0				0		0	
	Through	1019	1	679	11	1030	684	108	1190	1	775	11	1201	1	780	0	1201	1	780	1	780
	Through-Right		1							1				1				1		1	
	Right	338	0	338	0	338	338	0	359	0	359	0	359	0	359	0	359	0	359	0	359
	Left-Through-Right		0							0				0				0		0	
	Left-Right		0							0				0				0		0	
EASTBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5	1	5
	Left-Through		0							0				0				0		0	
	Through	60	1	60	0	60	60	14	78	1	78	0	78	1	78	0	78	1	78	1	78
	Through-Right		0							0				0				0		0	
	Right	38	1	5	0	38	5	22	62	1	19	0	62	1	19	0	62	1	19	1	19
	Left-Through-Right		0							0				0				0		0	
	Left-Right		0							0				0				0		0	
WESTBOUND	Left	78	1	78	0	78	78	33	116	1	116	0	116	1	116	0	116	1	116	1	116
	Left-Through		0							0				0				0		0	
	Through	135	1	71	0	135	71	8	151	1	79	0	151	1	79	0	151	1	79	1	79
	Through-Right		1							1				1				1		1	
	Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through-Right		0							0				0				0		0	
	Left-Right		0							0				0				0		0	
CRITICAL VOLUMES			North-South: 745 East-West: 138 SUM: 883	North-South: 750 East-West: 138 SUM: 888	North-South: 861 East-West: 194 SUM: 1055	North-South: 866 East-West: 194 SUM: 1060	North-South: 866 East-West: 194 SUM: 1060	North-South: 866 East-West: 194 SUM: 1060	North-South: 866 East-West: 194 SUM: 1060	North-South: 866 East-West: 194 SUM: 1060											
VOLUME/CAPACITY (V/C) RATIO:			0.589	0.592	0.703	0.707	0.707	0.707	0.707	0.707											
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.489	0.492	0.603	0.607	0.607	0.607	0.607	0.607											
LEVEL OF SERVICE (LOS):			A	A	B	B	B	B	B	B											

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
6		East-West Street: Yucca St			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 4				
No. of Phases		2			2			2					2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0					0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 1		NB-- 0	SB-- 1		NB-- 0	SB-- 1		NB-- 0	SB-- 1		NB-- 0	SB-- 1				
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2					2		2				
Override Capacity		0			0			0					0		0				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	0	9	9	10	20	0	20	0	20	0	20	0	20	0	20
	Left-Through		1							1			1				1		
	Through	143	0	79	19	162	88	45	197	0	119	19	216	0	128	0	216	0	128
	Through-Right		1							1			1				1		
	Right	5	0	79	0	5	88	15	20	0	119	0	20	0	128	0	20	0	128
	Left-Through-Right		0							0			0				0		
Left-Right		0							0			0				0			
SOUTHBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		1							1			1				1		
	Through	206	0	105	1	207	105	0	219	0	111	1	220	0	112	0	220	0	112
	Through-Right		1							1			1				1		
	Right	1	1	0	0	1	0	1	2	1	0	0	2	1	0	0	2	1	0
	Left-Through-Right		0							0			0				0		
Left-Right		0							0			0				0			
EASTBOUND	Left	143	1	143	0	143	143	21	173	1	173	0	173	1	173	0	173	1	173
	Left-Through		0							0			0				0		
	Through	22	1	22	0	22	22	13	36	1	36	0	36	1	36	0	36	1	36
	Through-Right		0							0			0				0		
	Right	118	1	118	0	118	118	8	133	1	133	0	133	1	133	0	133	1	133
	Left-Through-Right		0							0			0				0		
Left-Right		0							0			0				0			
WESTBOUND	Left	39	1	39	0	39	39	18	59	1	59	0	59	1	59	0	59	1	59
	Left-Through		0							0			0				0		
	Through	137	0	173	0	137	173	30	175	0	265	0	175	0	265	0	175	0	265
	Through-Right		1							1			1				1		
	Right	36	0	0	0	36	0	52	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0			0				0		
Left-Right		0							0			0				0			
CRITICAL VOLUMES		North-South: 114 East-West: 316 SUM: 430			North-South: 114 East-West: 316 SUM: 430			North-South: 131 East-West: 438 SUM: 569				North-South: 132 East-West: 438 SUM: 570				North-South: 132 East-West: 438 SUM: 570			
VOLUME/CAPACITY (V/C) RATIO:		0.287			0.287			0.379				0.380				0.380			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.187			0.187			0.279				0.280				0.280			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:	North-South Street:		Gower St			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date:		3/7/18		
	7	East-West Street:		Carlos Ave			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 4			
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2					
Override Capacity			0			0			0			0			0					
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35	
	Left-Through		0							0				0				0		
	Through	322	1	169	5	327	172	34	376	1	197	5	381	1	199	0	381	1	199	
	Through-Right		1							1				1				1		
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0		
SOUTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14	
	Left-Through		1							1				1				1		
	Through	836	0	455	5	841	457	46	933	0	506	5	938	0	508	0	938	0	508	
	Through-Right		1							1				1				1		
	Right	47	0	455	0	47	457	0	50	0	506	0	50	0	508	0	50	0	508	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0		
EASTBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18	
	Left-Through		0							0				0				0		
	Through	6	0	60	0	6	60	0	6	0	63	0	6	0	63	0	6	0	63	
	Through-Right		0							0				0				0		
	Right	37	0	0	0	37	0	0	39	0	0	0	39	0	0	0	39	0	0	
	Left-Through-Right		1							1				1				1		
Left-Right		0								0				0				0		
WESTBOUND	Left	31	0	31	0	31	31	2	35	0	35	0	35	0	35	0	35	0	35	
	Left-Through		0							0				0				0		
	Through	4	0	67	0	4	67	0	4	0	73	0	4	0	73	0	4	0	73	
	Through-Right		0							0				0				0		
	Right	32	0	0	0	32	0	0	34	0	0	0	34	0	0	0	34	0	0	
	Left-Through-Right		1							1				1				1		
Left-Right		0								0				0				0		
CRITICAL VOLUMES			North-South: 488 East-West: 127 SUM: 615			North-South: 490 East-West: 127 SUM: 617			North-South: 541 East-West: 136 SUM: 677			North-South: 543 East-West: 136 SUM: 679			North-South: 543 East-West: 136 SUM: 679					
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.432 0.332 A			0.433 0.333 A			0.475 0.375 A			0.476 0.376 A			0.476 0.376 A					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Ivar Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
8		East-West Street: Hollywood Blvd			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 4				
No. of Phases		2			2			2			2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0			0		0		0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			2		2		2				
Override Capacity		0			0			0			0		0		0				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0							0			0				0		
	Through	45	0	112	0	45	112	0	48	0	119	0	48	0	119	0	48	0	119
	Through-Right		0							0			0				0		
	Right	52	0	0	0	52	0	0	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		1							1			1				1		
	Left-Right		0							0			0				0		
SOUTHBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0			0				0		
	Through	274	0	341	0	274	341	0	291	0	362	0	291	0	362	0	291	0	362
	Through-Right		0							0			0				0		
	Right	55	0	0	0	55	0	0	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		1							1			1				1		
	Left-Right		0							0			0				0		
EASTBOUND	Left	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0			0				0		
	Through	537	1	278	6	543	281	301	871	1	446	6	877	1	449	0	877	1	449
	Through-Right		1							1				1				1	
	Right	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
WESTBOUND	Left	76	1	76	0	76	76	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0			0				0		
	Through	1082	1	563	7	1089	567	193	1342	1	695	7	1349	1	698	0	1349	1	698
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
CRITICAL VOLUMES		North-South: 356 East-West: 583 SUM: 939			North-South: 356 East-West: 587 SUM: 943			North-South: 378 East-West: 716 SUM: 1094				North-South: 378 East-West: 719 SUM: 1097				North-South: 378 East-West: 719 SUM: 1097			
VOLUME/CAPACITY (V/C) RATIO:		0.626			0.629			0.729				0.731				0.731			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.526			0.529			0.629				0.631				0.631			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%):			1		Conducted by:		GTC		Date:		3/7/18	
9		East-West Street:			Hollywood Blvd			Projection Year:			2023		Peak Hour:			AM		Reviewed by:				Project:		Modera Argyle - Alt 4	
No. of Phases					3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0								
Override Capacity					2			2			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	90	1	90	0	90	90	2	98	1	98	0	98	1	98	0	98	1	98						
	Left-Through		0							0				0				0							
	Through	530	2	265	0	530	265	71	634	2	317	0	634	2	317	0	634	2	317						
	Through-Right		0							0				0				0							
	Right	197	1	148	0	197	148	5	214	1	161	0	214	1	161	0	214	1	161						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	36	1	36	0	36	36	22	60	1	60	0	60	1	60	0	60	1	60						
	Left-Through		0							0				0				0							
	Through	1076	1	603	11	1087	609	96	1238	1	695	11	1249	1	701	0	1249	1	701						
	Through-Right		1							1				1				1							
	Right	130	0	130	0	130	130	14	152	0	152	0	152	0	152	0	152	0	152						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	23	1	23	0	23	23	16	40	1	40	0	40	1	40	0	40	1	40						
	Left-Through		0							0				0				0							
	Through	475	2	238	6	481	241	276	780	2	390	6	786	2	393	0	786	2	393						
	Through-Right		0							0				0				0							
	Right	60	1	0	0	60	0	10	74	1	0	0	74	1	0	0	74	1	0						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	99	1	99	0	99	99	1	106	1	106	0	106	1	106	0	106	1	106						
	Left-Through		0							0				0				0							
	Through	924	1	476	7	931	479	177	1158	1	598	7	1165	1	601	0	1165	1	601						
	Through-Right		1							1				1				1							
	Right	27	0	27	0	27	27	8	37	0	37	0	37	0	37	0	37	0	37						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 693			North-South: 699			North-South: 793			North-South: 799			North-South: 799								
					East-West: 499			East-West: 502			East-West: 638			East-West: 641			East-West: 641								
					SUM: 1192			SUM: 1201			SUM: 1431			SUM: 1440			SUM: 1440								
VOLUME/CAPACITY (V/C) RATIO:					0.836			0.843			1.004			1.011			1.011								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.736			0.743			0.904			0.911			0.911								
LEVEL OF SERVICE (LOS):					C			C			E			E			E								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
10		East-West Street: Hollywood Blvd			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 4			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
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			
Override Capacity		2			2			2				2		2		2			
		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	32	1	32	7	39	39	0	34	1	34	7	41	1	41	0	41	1	41
	Left-Through		0							0				0				0	
	Through	81	1	81	19	100	100	17	103	1	103	19	122	1	122	0	122	1	122
	Through-Right		0							0				0				0	
	Right	41	1	0	0	41	0	4	48	1	0	0	48	1	0	0	48	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	55	1	55	0	55	55	12	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	225	1	225	1	226	226	0	239	1	239	1	240	1	240	0	240	1	240
	Through-Right		0							0				0				0	
	Right	46	1	9	0	46	9	15	64	1	13	0	64	1	13	0	64	1	13
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	75	1	75	0	75	75	22	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	513	2	257	0	513	257	236	781	2	391	0	781	2	391	0	781	2	391
	Through-Right		0							0				0				0	
	Right	125	1	109	6	131	112	0	133	1	116	6	139	1	119	0	139	1	119
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	182	1	182	0	182	182	11	204	1	204	0	204	1	204	0	204	1	204
	Left-Through		0							0				0				0	
	Through	1057	1	555	0	1057	555	231	1353	1	720	0	1353	1	720	0	1353	1	720
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	30	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 257 East-West: 630 SUM: 887			North-South: 265 East-West: 630 SUM: 895			North-South: 273 East-West: 822 SUM: 1095				North-South: 281 East-West: 822 SUM: 1103				North-South: 281 East-West: 822 SUM: 1103			
VOLUME/CAPACITY (V/C) RATIO:		0.591			0.597			0.730				0.735				0.735			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.491			0.497			0.630				0.635				0.635			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:	North-South Street:		Gower St			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
	11	East-West Street:		Hollywood Blvd			Projection Year: 2023			Peak Hour: AM			Reviewed by:		Project: Modera Argyle - Alt 4					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2			2					2		2				
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0				
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				
Override Capacity			2			2			2			2		2		2				
			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	44	1	44	0	44	44	16	63	1	63	0	63	1	63	0	63	1	63	
	Left-Through		0							0				0				0		
	Through	295	1	191	5	300	194	32	345	1	237	5	350	1	239	0	350	1	239	
	Through-Right		1							1				1				1		
	Right	87	0	87	0	87	87	36	128	0	128	0	128	0	128	0	128	0	128	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
SOUTHBOUND	Left	66	1	66	0	66	66	4	74	1	74	0	74	1	74	0	74	1	74	
	Left-Through		0							0				0				0		
	Through	585	1	585	5	590	590	40	661	1	661	5	666	1	666	0	666	1	666	
	Through-Right		0							0				0				0		
	Right	360	1	332	0	360	332	4	386	1	356	0	386	1	356	0	386	1	356	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
EASTBOUND	Left	56	1	56	0	56	56	1	60	1	60	0	60	1	60	0	60	1	60	
	Left-Through		0							0				0				0		
	Through	463	1	254	7	470	258	213	704	1	394	7	711	1	397	0	711	1	397	
	Through-Right		1							1				1				1		
	Right	45	0	45	0	45	45	35	83	0	83	0	83	0	83	0	83	0	83	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
WESTBOUND	Left	13	1	13	0	13	13	37	51	1	51	0	51	1	51	0	51	1	51	
	Left-Through		0							0				0				0		
	Through	852	1	488	6	858	491	225	1129	1	631	6	1135	1	634	0	1135	1	634	
	Through-Right		1							1				1				1		
	Right	124	0	124	0	124	124	1	133	0	133	0	133	0	133	0	133	0	133	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
CRITICAL VOLUMES			North-South: 629 East-West: 544 SUM: 1173			North-South: 634 East-West: 547 SUM: 1181			North-South: 724 East-West: 691 SUM: 1415				North-South: 729 East-West: 694 SUM: 1423				North-South: 729 East-West: 694 SUM: 1423			
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.782 0.682 B			0.787 0.687 B			0.943 0.843 D				0.949 0.849 D				0.949 0.849 D			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Ivar Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
12		East-West Street:			Selma Ave			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 4				
No. of Phases					2			2			2			2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					0			0			0			0		0		0				
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0		0		0				
Override Capacity					2			2			2			2		2		2				
					0			0			0			0		0		0				
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23			
	Left-Through		0							0				0				0				
	Through	96	0	127	0	96	127	0	102	0	135	0	102	0	135	0	102	0				
	Through-Right		0							0				0				0				
	Right	9	0	0	0	9	0	0	10	0	0	0	10	0	0	0	10	0				
	Left-Through-Right		1							1				1				1				
SOUTHBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3			
	Left-Through		0							0				0				0				
	Through	389	0	416	0	389	416	0	413	0	441	0	413	0	441	0	413	0				
	Through-Right		0							0				0				0				
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0				
	Left-Through-Right		1							1				1				1				
EASTBOUND	Left	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15			
	Left-Through		0							0				0				0				
	Through	17	0	75	15	32	90	12	30	0	92	15	45	0	107	0	45	0				
	Through-Right		0							0				0				0				
	Right	44	0	0	0	44	0	0	47	0	0	0	47	0	0	0	47	0				
	Left-Through-Right		1							1				1				1				
WESTBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12			
	Left-Through		0							0				0				0				
	Through	15	0	41	21	36	62	4	20	0	48	21	41	0	69	0	41	0				
	Through-Right		0							0				0				0				
	Right	15	0	0	0	15	0	0	16	0	0	0	16	0	0	0	16	0				
	Left-Through-Right		1							1				1				1				
CRITICAL VOLUMES					North-South: 438			North-South: 438			North-South: 464			North-South: 464		North-South: 464						
					East-West: 86			East-West: 101			East-West: 104			East-West: 119		East-West: 119						
					SUM: 524			SUM: 539			SUM: 568			SUM: 583		SUM: 583						
VOLUME/CAPACITY (V/C) RATIO:					0.349			0.359			0.379			0.389		0.389						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.249			0.259			0.279			0.289		0.289						
LEVEL OF SERVICE (LOS):					A			A			A			A		A						

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
13		East-West Street:			Selma Ave			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 4				
No. of Phases					2			2			2			2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0				
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				
Override Capacity					2			2			2			2		2		2				
					0			0			0			0		0		0				
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	52	0	52	52	0	55	1	55	0	55	1	55	0	55	1	55			
	Left-Through		0							0				0				0				
	Through	645	2	323	0	645	323	123	808	2	404	0	808	2	404	0	808	2	404			
	Through-Right		0							0				0				0				
	Right	96	1	56	3	99	57	1	103	1	59	3	106	1	60	0	106	1	60			
	Left-Through-Right		0							0				0				0				
Left-Right		0								0				0			0					
SOUTHBOUND	Left	33	1	33	11	44	44	0	35	1	35	11	46	1	46	0	46	1	46			
	Left-Through		0							0				0				0				
	Through	1275	1	669	0	1275	669	108	1461	1	765	0	1461	1	765	0	1461	1	765			
	Through-Right		1							1				1				1				
	Right	62	0	62	0	62	62	2	68	0	68	0	68	0	68	0	68	0	68			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
EASTBOUND	Left	27	1	27	0	27	27	10	39	1	39	0	39	1	39	0	39	1	39			
	Left-Through		0							0				0				0				
	Through	58	0	126	15	73	141	0	62	0	134	15	77	0	149	0	77	0	149			
	Through-Right		1							1				1				1				
	Right	68	0	0	0	68	0	0	72	0	0	0	72	0	0	0	72	0	0			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
WESTBOUND	Left	81	1	81	3	84	84	3	89	1	89	3	92	1	92	0	92	1	92			
	Left-Through		0							0				0				0				
	Through	98	0	243	21	119	264	1	105	0	259	21	126	0	280	0	126	0	280			
	Through-Right		1							1				1				1				
	Right	145	0	0	0	145	0	0	154	0	0	0	154	0	0	0	154	0	0			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
CRITICAL VOLUMES					North-South: 721 East-West: 270 SUM: 991			North-South: 721 East-West: 291 SUM: 1012			North-South: 820 East-West: 298 SUM: 1118				North-South: 820 East-West: 319 SUM: 1139				North-South: 820 East-West: 319 SUM: 1139			
VOLUME/CAPACITY (V/C) RATIO:					0.661			0.675			0.745				0.759				0.759			
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.561			0.575			0.645				0.659				0.659			
LEVEL OF SERVICE (LOS):					A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.014	Δv/c after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Alt 4 - AM.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
15		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 4			
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity																			
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	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	308	1	157	0	308	157	81	408	1	207	0	408	1	207	0	408	1	207
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0				0	
	Through	663	0	828	0	663	833	114	818	0	993	0	818	0	998	0	818	0	998
	Through-Right		1							1				1				1	
	Right	165	0	0	5	170	0	0	175	0	0	5	180	0	0	0	180	0	0
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	24	0	24	5	29	29	0	25	0	25	5	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	1	0	42	0	1	51	0	1	0	44	0	1	0	53	0	1	0	53
	Through-Right		0							0				0				0	
	Right	17	0	0	4	21	0	0	18	0	0	4	22	0	0	0	22	0	0
	Left-Through-Right		1							1				1				1	
WESTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	1	0	18	0	1	18	0	1	0	19	0	1	0	19	0	1	0	19
	Through-Right		0							0				0				0	
	Right	14	0	0	0	14	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
CRITICAL VOLUMES		North-South: 851 East-West: 60 SUM: 911			North-South: 856 East-West: 69 SUM: 925			North-South: 1017 East-West: 63 SUM: 1080				North-South: 1022 East-West: 72 SUM: 1094				North-South: 1022 East-West: 72 SUM: 1094			
VOLUME/CAPACITY (V/C) RATIO:		0.663			0.673			0.785				0.796				0.796			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.563			0.573			0.685				0.696				0.696			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.011	Δv/c after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%):			1		Conducted by:		GTC		Date:		3/7/18	
16		East-West Street:			Sunset Blvd			Projection Year:			2023		Peak Hour:			AM		Reviewed by:				Project:		Modera Argyle - Alt 4	
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-- 3 SB-- 0			NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		0		
Override Capacity											2					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	92	1	92	0	92	92	2	100	1	100	0	100	1	100	0	100	1	100						
	Left-Through		0							0				0				0							
	Through	644	2	322	3	647	324	63	747	2	374	3	750	2	375	0	750	2	375						
	Through-Right		0							0				0				0							
	Right	210	1	1	0	210	1	42	265	1	0	0	265	1	0	0	265	1	0						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	61	1	61	0	61	61	40	105	1	105	0	105	1	105	0	105	1	105						
	Left-Through		0							0				0				0							
	Through	1143	1	629	3	1146	630	62	1275	1	702	3	1278	1	704	0	1278	1	704						
	Through-Right		1							1				1				1							
	Right	114	0	114	0	114	114	8	129	0	129	0	129	0	129	0	129	0	129						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	33	1	33	0	33	33	11	46	1	46	0	46	1	46	0	46	1	46						
	Left-Through		0							0				0				0							
	Through	772	2	285	10	782	288	224	1043	2	378	10	1053	2	381	0	1053	2	381						
	Through-Right		1							1				1				1							
	Right	82	0	82	0	82	82	4	91	0	91	0	91	0	91	0	91	0	91						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	209	1	209	0	209	209	52	274	1	274	0	274	1	274	0	274	1	274						
	Left-Through		0							0				0				0							
	Through	1286	2	453	12	1298	457	201	1566	2	564	12	1578	2	568	0	1578	2	568						
	Through-Right		1							1				1				1							
	Right	73	0	73	0	73	73	50	127	0	127	0	127	0	127	0	127	0	127						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 721			North-South: 722			North-South: 802			North-South: 804			North-South: 804								
					East-West: 494			East-West: 497			East-West: 652			East-West: 655			East-West: 655								
					SUM: 1215			SUM: 1219			SUM: 1454			SUM: 1459			SUM: 1459								
VOLUME/CAPACITY (V/C) RATIO:					0.884			0.887			1.057			1.061			1.061								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.784			0.787			0.957			0.961			0.961								
LEVEL OF SERVICE (LOS):					C			C			E			E			E								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Argyle Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18										
17	East-West Street:	Sunset Blvd	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	Modera Argyle - Alt 4										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
			2		2		2		2											
			0		0		0		0											
			0		0		0		0											
			0		0		0		0											
			2		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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	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	0	0	0	0	0	0
	Left	93	1	93	16	109	109	0	99	1	99	16	115	1	115	0	115	1	115	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	183	1	122	12	195	129	6	200	1	125	12	212	1	132	0	212	1	132	0
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	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	0	0	0	0	0	0
	Left	123	1	123	10	133	133	19	150	1	150	10	160	1	160	0	160	1	160	0
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1344	2	483	0	1344	486	265	1692	2	602	0	1692	2	605	0	1692	2	605	0
	Through-Right	106	1	106	9	115	115	0	113	0	113	9	122	0	122	0	122	0	122	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 122	East-West: 606	SUM: 728	North-South: 129	East-West: 619	SUM: 748	North-South: 125	East-West: 752	SUM: 877	North-South: 132	East-West: 765	SUM: 897	North-South: 132	East-West: 765	SUM: 897			
VOLUME/CAPACITY (V/C) RATIO:			0.485			0.499			0.585			0.598			0.598					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.385			0.399			0.485			0.498			0.498					
LEVEL OF SERVICE (LOS):			A			A			A			A			A					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			El Centro Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
18		East-West Street:			Sunset Blvd			Projection Year: 2023			Peak Hour: AM			Reviewed by:				Project: Modera Argyle - Alt 4				
No. of Phases					2			2			2			2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					0			0			0			0		0		0				
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0		0		0				
Override Capacity					2			2			2			2		2		2				
					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	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37			
	Left-Through		0							0				0				0				
	Through	50	0	157	4	54	161	1	54	0	167	4	58	0	171	0	58	0	171			
	Through-Right		0							0				0				0				
	Right	72	0	0	0	72	0	0	76	0	0	0	76	0	0	0	76	0	0			
	Left-Through-Right		1							1				1				1				
Left-Right		0								0				0				0				
SOUTHBOUND	Left	4	0	4	11	15	15	3	7	0	7	11	18	0	18	0	18	0	18			
	Left-Through		0							0				0				0				
	Through	42	0	76	0	42	87	1	46	0	85	0	46	0	96	0	46	0	96			
	Through-Right		0							0				0				0				
	Right	30	0	0	0	30	0	0	32	0	0	0	32	0	0	0	32	0	0			
	Left-Through-Right		1							1				1				1				
Left-Right		0								0				0				0				
EASTBOUND	Left	25	1	25	0	25	25	0	27	1	27	0	27	1	27	0	27	1	27			
	Left-Through		0							0				0				0				
	Through	912	2	327	16	928	333	420	1388	2	487	16	1404	2	493	0	1404	2	493			
	Through-Right		1							1				1				1				
	Right	70	0	70	0	70	70	0	74	0	74	0	74	0	74	0	74	0	74			
	Left-Through-Right		0							0				0				0				
Left-Right		0								0				0				0				
WESTBOUND	Left	56	1	56	0	56	56	0	59	1	59	0	59	1	59	0	59	1	59			
	Left-Through		0							0				0				0				
	Through	1630	2	558	9	1639	562	349	2079	2	709	9	2088	2	713	0	2088	2	713			
	Through-Right		1							1				1				1				
	Right	43	0	43	4	47	47	1	47	0	47	4	51	0	51	0	51	0	51			
	Left-Through-Right		0							0				0				0				
Left-Right		0								0				0				0				
CRITICAL VOLUMES					North-South: 161			North-South: 176			North-South: 174			North-South: 189		North-South: 189						
					East-West: 583			East-West: 587			East-West: 736			East-West: 740		East-West: 740						
					SUM: 744			SUM: 763			SUM: 910			SUM: 929		SUM: 929						
VOLUME/CAPACITY (V/C) RATIO:					0.496			0.509			0.607			0.619		0.619						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.396			0.409			0.507			0.519		0.519						
LEVEL OF SERVICE (LOS):					A			A			A			A		A						

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Gower St			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18	
19		East-West Street:			Sunset Blvd			Projection Year:			2023		Peak Hour:			AM		Reviewed by:				Project:		Modera Argyle - Alt 4	
No. of Phases					3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
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								
Override Capacity					2			2			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	43	1	43	3	46	46	20	66	1	66	3	69	1	69	0	69	1	69						
	Left-Through		0							0				0				0							
	Through	314	0	387	0	314	387	29	362	0	441	0	362	0	441	0	362	0	441						
	Through-Right		1							1				1				1							
	Right	73	0	0	0	73	0	2	79	0	0	0	79	0	0	0	79	0	0						
SOUTHBOUND	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
	Left	81	1	81	0	81	81	1	87	1	87	0	87	1	87	0	87	1	87						
	Left-Through		0							0				0				0							
	Through	490	0	540	4	494	544	52	572	0	686	4	576	0	690	0	576	0	690						
EASTBOUND	Through-Right		1							1				1				1							
	Right	50	0	0	0	50	0	61	114	0	0	0	114	0	0	0	114	0	0						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
	Left	54	1	54	0	54	54	52	109	1	109	0	109	1	109	0	109	1	109						
WESTBOUND	Left-Through		0							0				0				0							
	Through	804	2	289	26	830	297	325	1178	2	420	26	1204	2	428	0	1204	2	428						
	Through-Right		1							1				1				1							
	Right	62	0	62	0	62	62	15	81	0	81	0	81	0	81	0	81	0	81						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES	Left-Right		0							0				0				0							
	Left	139	1	139	0	139	139	6	154	1	154	0	154	1	154	0	154	1	154						
	Left-Through		0							0				0				0							
	Through	1644	2	563	9	1653	566	356	2101	2	716	9	2110	2	719	0	2110	2	719						
	Through-Right		1							1				1				1							
VOLUME/CAPACITY (V/C) RATIO:	Right	45	0	45	0	45	45	0	48	0	48	0	48	0	48	0	48	0	48						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
	Left																								
	Left-Through																								
CRITICAL VOLUMES					North-South: 583			North-South: 590			North-South: 752			North-South: 759			North-South: 759								
					East-West: 617			East-West: 620			East-West: 825			East-West: 828			East-West: 828								
					SUM: 1200			SUM: 1210			SUM: 1577			SUM: 1587			SUM: 1587								
VOLUME/CAPACITY (V/C) RATIO:					0.842			0.849			1.107			1.114			1.114								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.742			0.749			1.007			1.014			1.014								
LEVEL OF SERVICE (LOS):					C			C			F			F			F								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Alt 4 - AM.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Van Ness Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
21		East-West Street: Sunest Blvd			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 4			
No. of Phases		2			2			2				2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0				0		0		0			
ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2		2		2			
Override Capacity		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	54	0	54	54	11	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	14	0	185	0	14	185	0	15	0	202	0	15	0	202	0	15	0	202
	Through-Right		1							1				1				1	
	Right	171	0	0	0	171	0	5	187	0	0	0	187	0	0	0	187	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0			0		
SOUTHBOUND	Left	328	1	328	0	328	328	5	353	1	353	0	353	1	353	0	353	1	353
	Left-Through		0							0				0				0	
	Through	198	0	233	0	198	233	43	253	0	290	0	253	0	290	0	253	0	290
	Through-Right		1							1				1				1	
	Right	35	0	0	0	35	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0			0		
EASTBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0				0	
	Through	1066	2	369	26	1092	378	300	1432	2	500	26	1458	2	509	0	1458	2	509
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	24	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0			0		
WESTBOUND	Left	73	1	73	0	73	73	40	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	1618	2	547	9	1627	550	385	2103	2	709	9	2112	2	712	0	2112	2	712
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0			0		
CRITICAL VOLUMES		North-South: 513 East-West: 552 SUM: 1065			North-South: 513 East-West: 555 SUM: 1068			North-South: 555 East-West: 714 SUM: 1269				North-South: 555 East-West: 717 SUM: 1272				North-South: 555 East-West: 717 SUM: 1272			
VOLUME/CAPACITY (V/C) RATIO:		0.710			0.712			0.846				0.848				0.848			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.610			0.612			0.746				0.748				0.748			
LEVEL OF SERVICE (LOS):		B			B			C				C				C			

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Wilton Pl			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
22		East-West Street: Sunset Blvd			Projection Year: 2023			Peak Hour: AM				Reviewed by:				Project: Modera Argyle - Alt 4			
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity																			
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	64	1	64	0	64	64	7	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	240	1	195	0	240	195	1	256	1	208	0	256	1	208	0	256	1	208
	Through-Right		1							1				1				1	
	Right	149	0	149	0	149	149	1	159	0	159	0	159	0	159	0	159	0	159
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	143	1	143	0	143	143	12	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	538	1	318	0	538	318	2	573	1	341	0	573	1	341	0	573	1	341
EASTBOUND	Through-Right		1							1				1				1	
	Right	98	0	98	0	98	98	4	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	70	1	70	0	70	70	1	75	1	75	0	75	1	75	0	75	1	75
WESTBOUND	Left-Through		0							0				0				0	
	Through	1107	2	438	5	1112	440	151	1326	2	516	5	1331	2	518	0	1331	2	518
	Through-Right		1							1				1				1	
	Right	208	0	208	0	208	208	1	222	0	222	0	222	0	222	0	222	0	222
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	118	1	118	0	118	118	0	125	1	125	0	125	1	125	0	125	1	125
	Left-Through		0							0				0				0	
	Through	793	2	397	4	797	399	185	1027	2	514	4	1031	2	516	0	1031	2	516
	Through-Right		0							0				0				0	
VOLUME/CAPACITY (V/C) RATIO:	Right	105	1	34	0	105	34	3	114	1	32	0	114	1	32	0	114	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		North-South: 382		North-South: 382		North-South: 416		North-South: 416		North-South: 416		North-South: 416						
			East-West: 556		East-West: 558		East-West: 641		East-West: 643		East-West: 643		East-West: 643						
		SUM: 938		SUM: 940		SUM: 1057		SUM: 1059		SUM: 1059		SUM: 1059							
VOLUME/CAPACITY (V/C) RATIO:					0.625						0.705						0.706		
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.525						0.605						0.606		
LEVEL OF SERVICE (LOS):					A						B						B		

REMARKS:

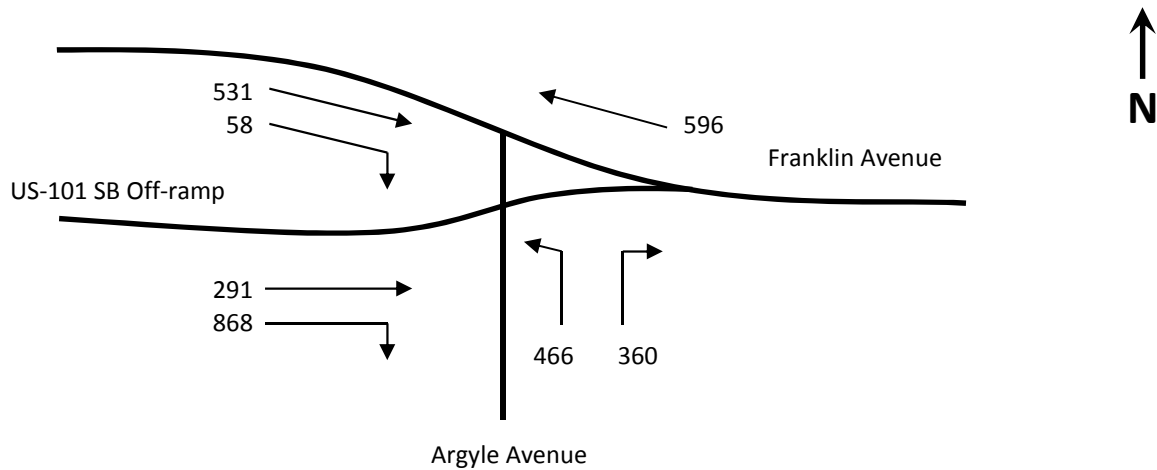
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

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

Existing with Project Alternative 4 Conditions - PM Peak Hour



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

$$\text{Westbound Through: } \frac{596}{2} = 298 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{531}{2} = 266 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 291$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{298}$$

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

$$\text{Northbound Left + Right: } \frac{466 + 360}{2} = \frac{826}{2} = 413 \quad \text{or}$$

$$\text{Northbound Right: } 360 \quad \text{or}$$

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

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

$$\text{Critical Volume: } 298 + 413 = \mathbf{711}$$

$$\text{Intersection V/C: } \frac{711}{1500} = \mathbf{0.474}$$

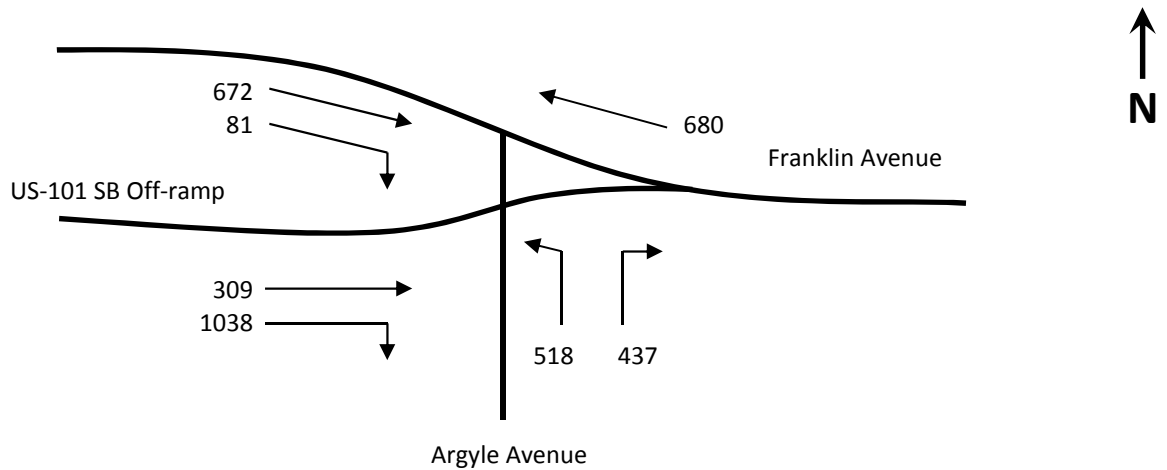
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.374}$$

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

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

Future with Project Alternative 4 Conditions (Year 2023) - PM Peak Hour



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

$$\text{Westbound Through: } \frac{680}{2} = 340 \quad \text{or}$$

$$\text{Eastbound Through (Franklin): } \frac{672}{2} = 336 \quad \text{or}$$

$$\text{Eastbound Through (US-101): } 309$$

$$\text{Critical Volume \#1 (CV1): } \mathbf{340}$$

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

$$\text{Northbound Left + Right: } \frac{518 + 437}{2} = \frac{955}{2} = 478 \quad \text{or}$$

$$\text{Northbound Right: } 437 \quad \text{or}$$

$$\text{Eastbound Right (Franklin): } 81$$

$$\text{Critical Volume \#2 (CV2): } \mathbf{478}$$

$$\text{Critical Volume: } 340 + 478 = \mathbf{818}$$

$$\text{Intersection V/C: } \frac{818}{1500} = \mathbf{0.545}$$

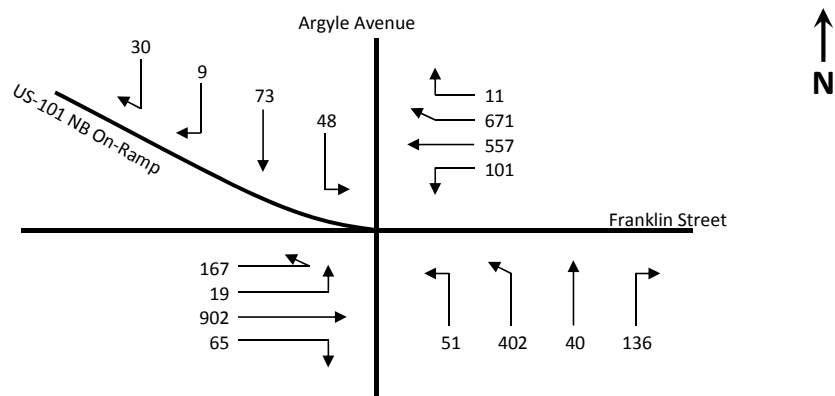
$$\text{ATSAC/ATCS Credit: } 0.10$$

$$\text{Final intersection V/C: } \mathbf{0.445}$$

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

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

Existing with Project Alternative 4 Conditions - PM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:
 $167 + 19 = 186$ and

Westbound Throughs + Rights:

$$\frac{557 + 671 + 11}{2} = \frac{1239}{2} = 620 \quad \text{or}$$

Westbound Rights: $671 + 11 = 682$ or

Westbound Lefts: 101 and

Eastbound Throughs: $\frac{902}{2} = 451$ or

Eastbound Rights: 65

Critical Volume #1 (CV1): **868**

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

Northbound Lefts + Throughs:

$$\frac{51 + 402 + 40}{2} = \frac{493}{2} = 247 \quad \text{or}$$

Northbound Rights: $136 - 0.5 \times \text{WBL} = 85$

Critical Volume #2 (CV2): **247**

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

Southbound Lefts: 48 or

Southbound Throughs + Rights:

$$\frac{73 + 9 + 30}{2} = \frac{112}{2} = 56 \quad \text{or}$$

Southbound Rights: $9 + 30 = 39$

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

Critical Volume: $868 + 247 + 56 = 1171$

Intersection V/C: $\frac{1171}{1375} = 0.852$

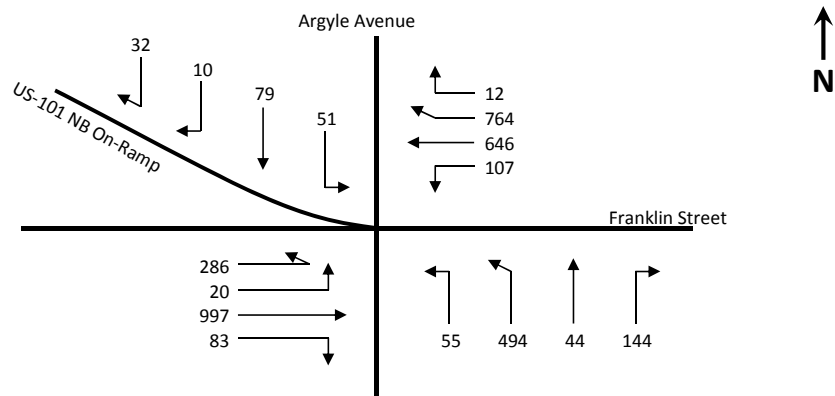
ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.752**

Intersection LOS: **C**

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

Future with Project Alternative 4 Conditions (Year 2023) - PM Peak Hour



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

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:
 $286 + 20 = 306$ and

Westbound Throughs + Rights:

$$\frac{646 + 764 + 12}{2} = \frac{1422}{2} = 711 \quad \text{or}$$

Westbound Rights: $764 + 12 = 776$ or

Westbound Lefts: 107 and

Eastbound Throughs: $\frac{997}{2} = 499$ or

Eastbound Rights: 83

Critical Volume #1 (CV1): **1082**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{55 + 494 + 44}{2} = \frac{593}{2} = 297 \quad \text{or}$$

Northbound Rights: $144 - 0.5 \times \text{WBL} = 90$

Critical Volume #2 (CV2): **297**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 51 or

Southbound Throughs + Rights:

$$\frac{79 + 10 + 32}{2} = \frac{121}{2} = 61 \quad \text{or}$$

Southbound Rights: $10 + 32 = 42$

Critical Volume #3 (CV3): **61**

Critical Volume: $1082 + 297 + 61 = 1440$

Intersection V/C: $\frac{1440}{1375} = 1.047$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.947**

Intersection LOS: **E**

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18	
3		East-West Street: Franklin Ave			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 4	
No. of Phases																	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																	
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
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
Override Capacity																	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:		North-South Street:			Ivar Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date:		3/7/18	
		East-West Street:			Yucca St			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project: Modera Argyle - Alt 4			
		No. of Phases			2			2			2					2				2	
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0					0				0	
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0			0			NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0	
		ATSAC-1 or ATSAC+ATCS-2?			2			2			2			EB-- 0 WB-- 0		2		EB-- 0 WB-- 0		2	
		Override Capacity			0			0			0					0				0	
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	138	0	138	0	138	138	0	146	0	146	0	146	0	146	0	146	0	146		
	Left-Through		0							0				0			0				
	Through	14	0	262	0	14	262	0	15	0	278	0	15	0	278	0	15	0	278		
	Through-Right		0							0				0			0				
	Right	110	0	0	0	110	0	0	117	0	0	0	117	0	0	0	117	0	0		
	Left-Through-Right		1							1				1			1				
	Left-Right		0							0				0			0				
SOUTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1		
	Left-Through		0							0				0			0				
	Through	1	0	5	0	1	5	0	1	0	5	0	1	0	5	0	1	0	5		
	Through-Right		0							0				0			0				
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0		
	Left-Through-Right		1							1				1			1				
	Left-Right		0							0				0			0				
EASTBOUND	Left	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11		
	Left-Through		0							0				0			0				
	Through	123	1	123	0	123	123	52	183	1	183	0	183	1	183	0	183	1	183		
	Through-Right		0							0				0			0				
	Right	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38		
	Left-Through-Right		0							0				0			0				
	Left-Right		0							0				0			0				
WESTBOUND	Left	43	1	43	0	43	43	0	46	1	46	0	46	1	46	0	46	1	46		
	Left-Through		0							0				0			0				
	Through	278	1	278	0	278	278	52	347	1	347	0	347	1	347	0	347	1	347		
	Through-Right		0							0				0			0				
	Right	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17		
	Left-Through-Right		0							0				0			0				
	Left-Right		0							0				0			0				
CRITICAL VOLUMES		North-South: 263 East-West: 288 SUM: 551			North-South: 263 East-West: 288 SUM: 551			North-South: 279 East-West: 358 SUM: 637				North-South: 279 East-West: 358 SUM: 637				North-South: 279 East-West: 358 SUM: 637					
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.367 0.267 A			0.367 0.267 A			0.425 0.325 A				0.425 0.325 A				0.425 0.325 A					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Vine St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18				
5		East-West Street: Yucca St			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 4				
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
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					
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					
Override Capacity			2			2			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	210	1	210	0	210	210	28	251	1	251	0	251	1	251	0	251	1	251	
	Left-Through		0							0				0				0		
	Through	752	1	484	0	752	484	80	878	1	576	0	878	1	576	0	878	1	576	
	Through-Right		1							1				1				1		
	Right	215	0	215	0	215	215	46	274	0	274	0	274	0	274	0	274	0	274	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0			0			
SOUTHBOUND	Left	39	1	39	0	39	39	0	41	1	41	0	41	1	41	0	41	1	41	
	Left-Through		0							0				0				0		
	Through	824	1	434	16	840	442	147	1022	1	534	16	1038	1	542	0	1038	1	542	
	Through-Right		1							1				1				1		
	Right	43	0	43	0	43	43	0	46	0	46	0	46	0	46	0	46	0	46	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0			0			
EASTBOUND	Left	51	1	51	0	51	51	0	54	1	54	0	54	1	54	0	54	1	54	
	Left-Through		0							0				0				0		
	Through	138	1	138	0	138	138	11	157	1	157	0	157	1	157	0	157	1	157	
	Through-Right		0							0				0				0		
	Right	47	1	0	0	47	0	32	82	1	0	0	82	1	0	0	82	1	0	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0			0			
WESTBOUND	Left	52	1	52	0	52	52	48	103	1	103	0	103	1	103	0	103	1	103	
	Left-Through		0							0				0				0		
	Through	78	1	45	0	78	45	16	99	1	56	0	99	1	56	0	99	1	56	
	Through-Right		1							1				1				1		
	Right	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0			0			
CRITICAL VOLUMES			North-South: 644 East-West: 190 SUM: 834			North-South: 652 East-West: 190 SUM: 842			North-South: 785 East-West: 260 SUM: 1045				North-South: 793 East-West: 260 SUM: 1053				North-South: 793 East-West: 260 SUM: 1053			
VOLUME/CAPACITY (V/C) RATIO:			0.556			0.561			0.697				0.702				0.702			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.456			0.461			0.597				0.602				0.602			
LEVEL OF SERVICE (LOS):			A			A			A				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Argyle Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18											
6	East-West Street:	Yucca St	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 4											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 1 EB-- 0 WB-- 0		NB-- 0 SB-- 1 EB-- 0 WB-- 0		NB-- 0 SB-- 1 EB-- 0 WB-- 0		NB-- 0 SB-- 1 EB-- 0 WB-- 0												
			2		2		2		2												
			0		0		0		0												
			1		1		1		1												
			0		0		0		0												
			2		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	23	0	23	0	23	23	15	39	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		1							1				1				1			1
	Through	432	0	237	12	444	243	54	513	0	298	12	525	0	304	0	525	0	304	0	304
	Through-Right		1							1				1				1			1
	Right	18	0	237	0	18	243	24	43	0	298	0	43	0	304	0	43	0	304	0	304
SOUTHBOUND	Left-Through-Right		0							0				0				0			0
	Left-Right		0							0				0				0			0
	Left	9	0	9	0	9	9	0	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1							1				1				1			1
	Through	111	0	65	3	114	66	1	119	0	70	3	122	0	71	0	122	0	71	0	71
EASTBOUND	Through-Right		1							1				1				1			1
	Right	1	1	0	0	1	0	2	3	1	0	0	3	1	0	0	3	1	0	0	0
	Left-Through-Right		0							0				0				0			0
	Left-Right		0							0				0				0			0
	Left	246	1	246	0	246	246	34	295	1	295	0	295	1	295	0	295	1	295	0	295
WESTBOUND	Left-Through		0							0				0				0			0
	Through	86	1	86	0	86	86	10	101	1	101	0	101	1	101	0	101	1	101	0	101
	Through-Right		0							0				0				0			0
	Right	63	1	63	0	63	63	13	80	1	80	0	80	1	80	0	80	1	80	0	80
	Left-Through-Right		0							0				0				0			0
CRITICAL VOLUMES	Left-Right		0							0				0				0			0
	Left	8	1	8	0	8	8	14	22	1	22	0	22	1	22	0	22	1	22	0	22
	Left-Through		0							0				0				0			0
	Through	55	0	132	0	55	132	47	105	0	226	0	105	0	226	0	105	0	226	0	226
	Through-Right		1							1				1				1			1
VOLUME/CAPACITY (V/C) RATIO:	Right	77	0	0	0	77	0	39	121	0	0	0	121	0	0	0	121	0	0	0	0
	Left-Through-Right		0							0				0				0			0
	Left-Right		0							0				0				0			0
	North-South:	246		246	0	246	252	34	295	1	295	0	295	1	295	0	295	1	295	0	295
	East-West:	378		378	0	378	378	10	101	1	101	0	101	1	101	0	101	1	101	0	101
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	624		624	0	630	630	47	105	0	226	0	105	0	226	0	105	0	226	0	226
	North-South:	308		308	0	308	308	14	22	1	22	0	22	1	22	0	22	1	22	0	22
	East-West:	521		521	0	521	521	10	101	1	101	0	101	1	101	0	101	1	101	0	101
	SUM:	829		829	0	829	829	13	80	1	80	0	80	1	80	0	80	1	80	0	80
	North-South:	314		314	0	314	314	34	295	1	295	0	295	1	295	0	295	1	295	0	295
LEVEL OF SERVICE (LOS):	East-West:	521		521	0	521	521	10	101	1	101	0	101	1	101	0	101	1	101	0	101
	SUM:	835		835	0	835	835	13	80	1	80	0	80	1	80	0	80	1	80	0	80
	North-South:	0.553		0.553	0.420	0.420	0.420	0.553	0.557	0.557	0.557	0.557	0.557	0.557	0.557	0.557	0.557	0.557	0.557	0.557	
	East-West:	0.453		0.453	0.320	0.320	0.320	0.453	0.457	0.457	0.457	0.457	0.457	0.457	0.457	0.457	0.457	0.457	0.457		
	SUM:	A		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
7		East-West Street: Carlos Ave			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 4			
No. of Phases		3			3			3				3		3		3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2				2		2		2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0				
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2		2		2			
Override Capacity		0			0			0				0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	750	1	382	3	753	383	66	862	1	439	3	865	1	441	0	865	1	441
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	2	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		1							1				1				1	
	Through	536	0	312	9	545	316	43	612	0	352	9	621	0	357	0	621	0	357
	Through-Right		1							1				1				1	
	Right	23	0	312	0	23	316	0	24	0	352	0	24	0	357	0	24	0	357
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	0	0	43	0	0	43	0	0	0	46	0	0	0	46	0	0	0	46
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
WESTBOUND	Left	11	0	11	0	11	11	1	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	2	0	70	0	2	70	0	2	0	76	0	2	0	76	0	2	0	76
	Through-Right		0							0				0				0	
	Right	57	0	0	0	57	0	0	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 398		398	North-South: 399		399	North-South: 456		456	North-South: 458		458	North-South: 458		458	North-South: 458		458
		East-West: 113		113	East-West: 113		113	East-West: 122		122	East-West: 122		122	East-West: 122		122	East-West: 122		122
		SUM: 511		511	SUM: 512		512	SUM: 578		578	SUM: 580		580	SUM: 580		580	SUM: 580		580
VOLUME/CAPACITY (V/C) RATIO:				0.359			0.359			0.406			0.407			0.407			0.407
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.259			0.259			0.306			0.307			0.307			0.307
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Ivar Ave			Year of Count:			2017		Ambient Growth: (%):			1		Conducted by:		GTC		Date:		3/7/18				
8		East-West Street:			Hollywood Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 4				
No. of Phases					2			2			2			2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
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					
Override Capacity					2			2			2			2			2			2			2			2		
					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	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50	0	50	0	50					
	Left-Through		0							0				0				0				0						
	Through	189	0	368	0	189	368	0	201	0	391	0	201	0	391	0	201	0	391	0	201	0	391					
	Through-Right		0							0				0				0				0						
	Right	132	0	0	0	132	0	0	140	0	0	0	140	0	0	0	140	0	0	0	140	0	0					
	Left-Through-Right		1							1				1				1				1						
	Left-Right		0							0				0				0				0						
SOUTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14	0	14	0	14					
	Left-Through		0							0				0				0				0						
	Through	59	0	95	0	59	95	0	63	0	101	0	63	0	101	0	63	0	101	0	63	0	101					
	Through-Right		0							0				0				0				0						
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0	0	24	0	0					
	Left-Through-Right		1							1				1				1				1						
	Left-Right		0							0				0				0				0						
EASTBOUND	Left	45	1	45	0	45	45	0	48	1	48	0	48	1	48	0	48	1	48	0	48	1	48					
	Left-Through		0							0				0				0				0						
	Through	806	1	420	7	813	423	264	1120	1	578	7	1127	1	581	0	1127	1	581	0	1127	1	581					
	Through-Right		1							1				1				1				1						
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35					
	Left-Through-Right		0							0				0				0				0						
	Left-Right		0							0				0				0				0						
WESTBOUND	Left	92	1	92	0	92	92	0	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98					
	Left-Through		0							0				0				0				0						
	Through	720	1	384	5	725	386	438	1202	1	626	5	1207	1	629	0	1207	1	629	0	1207	1	629					
	Through-Right		1							1				1				1				1						
	Right	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50	0	50	0	50					
	Left-Through-Right		0							0				0				0				0						
	Left-Right		0							0				0				0				0						
CRITICAL VOLUMES					North-South: 381			North-South: 381			North-South: 405			North-South: 405			North-South: 405			North-South: 405								
					East-West: 512			East-West: 515			East-West: 676			East-West: 679			East-West: 679			East-West: 679								
					SUM: 893			SUM: 896			SUM: 1081			SUM: 1084			SUM: 1084			SUM: 1084								
VOLUME/CAPACITY (V/C) RATIO:					0.595			0.597			0.721			0.723			0.723			0.723								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.495			0.497			0.621			0.623			0.623			0.623								
LEVEL OF SERVICE (LOS):					A			A			B			B			B			B								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:	North-South Street:		Vine St			Year of Count: 2017			Ambient Growth: (%):			1	Conducted by:		GTC		Date:		3/7/18		
	East-West Street:		Hollywood Blvd			Projection Year: 2023			Peak Hour:			PM	Reviewed by:				Project:		Modera Argyle - Alt 4		
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3				3				3				3			
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0		0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		0			
		ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2			
		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	145	1	145	0	145	145	9	163	1	163	0	163	1	163	0	163	1	163		
	Left-Through		0							0				0				0			
	Through	988	2	494	0	988	494	108	1157	2	579	0	1157	2	579	0	1157	2	579		
	Through-Right		0							0				0				0			
	Right	260	1	221	0	260	221	1	277	1	231	0	277	1	231	0	277	1	231		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	90	1	90	0	90	90	41	137	1	137	0	137	1	137	0	137	1	137		
	Left-Through		0							0				0				0			
	Through	876	1	468	16	892	476	134	1064	1	574	16	1080	1	582	0	1080	1	582		
	Through-Right		1							1				1				1			
	Right	59	0	59	0	59	59	21	84	0	84	0	84	0	84	0	84	0	84		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	49	1	49	0	49	49	21	73	1	73	0	73	1	73	0	73	1	73		
	Left-Through		0							0				0				0			
	Through	836	2	418	7	843	422	241	1128	2	564	7	1135	2	568	0	1135	2	568		
	Through-Right		0							0				0				0			
	Right	88	1	0	0	88	0	3	96	1	0	0	96	1	0	0	96	1	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	79	1	79	0	79	79	9	93	1	93	0	93	1	93	0	93	1	93		
	Left-Through		0							0				0				0			
	Through	683	1	379	5	688	381	407	1132	1	611	5	1137	1	614	0	1137	1	614		
	Through-Right		1							1				1				1			
	Right	74	0	74	0	74	74	11	90	0	90	0	90	0	90	0	90	0	90		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES		North-South: 613 East-West: 497 SUM: 1110		North-South: 621 East-West: 501 SUM: 1122		North-South: 737 East-West: 684 SUM: 1421		North-South: 745 East-West: 687 SUM: 1432		North-South: 745 East-West: 687 SUM: 1432		North-South: 745 East-West: 687 SUM: 1432		North-South: 745 East-West: 687 SUM: 1432		North-South: 745 East-West: 687 SUM: 1432		North-South: 745 East-West: 687 SUM: 1432			
VOLUME/CAPACITY (V/C) RATIO:				0.779				0.787				0.997				1.005				1.005	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679				0.687				0.897				0.905				0.905	
LEVEL OF SERVICE (LOS):				B				B				D				E				E	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Argyle Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18										
10	East-West Street:	Hollywood Blvd	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 4										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
			2		2		2		2											
			0		0		0		0											
			0		0		0		0											
			0		0		0		0											
			2		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	38	1	38	5	43	43	0	40	1	40	5	45	1	45	0	45	1	45	
	Left-Through		0							0				0				0		
	Through	287	1	287	12	299	299	17	322	1	322	12	334	1	334	0	334	1	334	
	Through-Right		0							0				0				0		
	Right	45	1	11	0	45	11	13	61	1	20	0	61	1	20	0	61	1	20	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
SOUTHBOUND	Left	37	1	37	0	37	37	17	56	1	56	0	56	1	56	0	56	1	56	
	Left-Through		0							0				0				0		
	Through	124	1	124	3	127	127	0	132	1	132	3	135	1	135	0	135	1	135	
	Through-Right		0							0				0				0		
	Right	65	1	10	0	65	10	11	80	1	3	0	80	1	3	0	80	1	3	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
EASTBOUND	Left	111	1	111	0	111	111	37	155	1	155	0	155	1	155	0	155	1	155	
	Left-Through		0							0				0				0		
	Through	931	2	466	0	931	466	323	1311	2	656	0	1311	2	656	0	1311	2	656	
	Through-Right		0							0				0				0		
	Right	169	1	150	7	176	155	0	179	1	159	7	186	1	164	0	186	1	164	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
WESTBOUND	Left	68	1	68	0	68	68	11	83	1	83	0	83	1	83	0	83	1	83	
	Left-Through		0							0				0				0		
	Through	725	1	436	0	725	436	356	1126	1	660	0	1126	1	660	0	1126	1	660	
	Through-Right		1							1				1				1		
	Right	147	0	147	0	147	147	38	194	0	194	0	194	0	194	0	194	0	194	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
CRITICAL VOLUMES			North-South: 324		324	North-South: 336		336	North-South: 378		378	North-South: 390		390	North-South: 390		390	North-South: 390		390
			East-West: 547		547	East-West: 547		547	East-West: 815		815	East-West: 815		815	East-West: 815		815	East-West: 815		815
			SUM: 871		871	SUM: 883		883	SUM: 1193		1193	SUM: 1205		1205	SUM: 1205		1205	SUM: 1205		1205
VOLUME/CAPACITY (V/C) RATIO:				0.581		0.589		0.795		0.803		0.803		0.803		0.803		0.803		0.803
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481		0.489		0.695		0.703		0.703		0.703		0.703		0.703		0.703
LEVEL OF SERVICE (LOS):				A		A		B		C		C		C		C		C		C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:	North-South Street:		Gower St			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date:		3/7/18		
	11	East-West Street:		Hollywood Blvd			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project:		Modera Argyle - Alt 4	
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2			2			2			2		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0		
		ATSAC-1 or ATSAC+ATCS-2?				2			2			2			2			2		
		Override Capacity				0			0			0			0			0		
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	84	1	84	0	84	84	48	137	1	137	0	137	1	137	0	137	1	137	
	Left-Through		0							0				0				0		
	Through	631	1	368	3	634	369	62	732	1	449	3	735	1	451	0	735	1	451	
	Through-Right		1							1				1				1		
	Right	104	0	104	0	104	104	56	166	0	166	0	166	0	166	0	166	0	166	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
SOUTHBOUND	Left	89	1	89	0	89	89	1	95	1	95	0	95	1	95	0	95	1	95	
	Left-Through		0							0				0				0		
	Through	496	1	496	9	505	505	33	560	1	560	9	569	1	569	0	569	1	569	
	Through-Right		0							0				0				0		
	Right	149	1	94	0	149	94	10	168	1	109	0	168	1	109	0	168	1	109	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
EASTBOUND	Left	110	1	110	0	110	110	2	119	1	119	0	119	1	119	0	119	1	119	
	Left-Through		0							0				0				0		
	Through	778	1	423	5	783	426	304	1130	1	613	5	1135	1	616	0	1135	1	616	
	Through-Right		1							1				1				1		
	Right	68	0	68	0	68	68	24	96	0	96	0	96	0	96	0	96	0	96	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
WESTBOUND	Left	72	1	72	0	72	72	29	105	1	105	0	105	1	105	0	105	1	105	
	Left-Through		0							0				0				0		
	Through	741	1	404	7	748	407	332	1119	1	596	7	1126	1	600	0	1126	1	600	
	Through-Right		1							1				1				1		
	Right	66	0	66	0	66	66	3	73	0	73	0	73	0	73	0	73	0	73	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
CRITICAL VOLUMES		North-South: 580 East-West: 514 SUM: 1094		North-South: 589 East-West: 517 SUM: 1106		North-South: 697 East-West: 718 SUM: 1415		North-South: 706 East-West: 721 SUM: 1427		North-South: 706 East-West: 721 SUM: 1427		North-South: 706 East-West: 721 SUM: 1427		North-South: 706 East-West: 721 SUM: 1427						
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.729 0.629 B		0.737 0.637 B		0.943 0.843 D		0.951 0.851 D		0.951 0.851 D										

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Ivar Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18				
12		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project: Modera Argyle - Alt 4				
		No. of Phases		2			2			2			2			2			
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0			0			
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0			0			0			0			0			
		ATSAC-1 or ATSAC+ATCS-2?		0			0			0			0			0			
		Override Capacity		2			2			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	42	0	42	0	42	42	0	45	0	45	0	45	0	45	0	45	0	45
	Left-Through		0							0			0				0		
	Through	277	0	345	0	277	345	0	294	0	367	0	294	0	367	0	294	0	367
	Through-Right		0							0			0				0		
	Right	26	0	0	0	26	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1			1		
	Left-Right		0							0				0			0		
SOUTHBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0			0				0		
	Through	158	0	203	0	158	203	0	168	0	216	0	168	0	216	0	168	0	216
	Through-Right		0							0			0				0		
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1			1		
	Left-Right		0							0				0			0		
EASTBOUND	Left	52	0	52	0	52	52	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0			0				0		
	Through	75	0	198	21	96	219	5	85	0	215	21	106	0	236	0	106	0	236
	Through-Right		0							0			0				0		
	Right	71	0	0	0	71	0	0	75	0	0	0	75	0	0	0	75	0	0
	Left-Through-Right		1							1				1			1		
	Left-Right		0							0				0			0		
WESTBOUND	Left	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0							0			0				0		
	Through	26	0	80	13	39	93	13	41	0	98	13	54	0	111	0	54	0	111
	Through-Right		0							0			0				0		
	Right	39	0	0	0	39	0	0	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1			1		
	Left-Right		0							0				0			0		
CRITICAL VOLUMES		North-South: 357		357	North-South: 357		357	North-South: 380		380	North-South: 380		380	North-South: 380		380			
		East-West: 213		213	East-West: 234		234	East-West: 231		231	East-West: 252		252	East-West: 252		252			
		SUM: 570		570	SUM: 591		591	SUM: 611		611	SUM: 632		632	SUM: 632		632			
VOLUME/CAPACITY (V/C) RATIO:				0.380			0.394			0.407			0.421			0.421			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.294			0.307			0.321			0.321			
LEVEL OF SERVICE (LOS):				A			A			A			A			A			

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Vine St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18									
13	East-West Street:	Selma Ave	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 4									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
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										
Override Capacity		2	2		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	52	1	52	0	52	52	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	1138	2	569	0	1138	569	123	1331	2	666	0	1331	2	666	0	1331	2	666
	Through-Right		0							0				0				0	
	Right	108	1	84	3	111	86	3	118	1	91	3	121	1	93	0	121	1	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	67	16	83	83	0	71	1	71	16	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	834	1	451	0	834	451	183	1068	1	575	0	1068	1	575	0	1068	1	575
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	9	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	79	1	79	0	79	79	3	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	199	0	282	21	220	303	2	213	0	301	21	234	0	322	0	234	0	322
	Through-Right		1							1				1				1	
	Right	83	0	0	0	83	0	0	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	1	48	2	50	50	3	54	1	54	2	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	97	0	167	13	110	180	1	104	0	178	13	117	0	191	0	117	0	191
	Through-Right		1							1				1				1	
	Right	70	0	0	0	70	0	0	74	0	0	0	74	0	0	0	74	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 636 East-West: 330 SUM: 966	North-South: 652 East-West: 353 SUM: 1005		North-South: 737 East-West: 355 SUM: 1092		North-South: 753 East-West: 378 SUM: 1131		North-South: 753 East-West: 378 SUM: 1131										
VOLUME/CAPACITY (V/C) RATIO:		0.644		0.670		0.728		0.754		0.754									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.544		0.570		0.628		0.654		0.654									
LEVEL OF SERVICE (LOS):		A		A		B		B		B									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1			Conducted by:		GTC		Date: 3/7/18							
14		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: PM			Reviewed by:				Project: Modera Argyle - Alt 4							
No. of Phases					2			2			2		2		2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?					0			0			0		0		0							
ATSAC-1 or ATSAC+ATCS-2?					2			2			2		2		2							
Override Capacity					0			0			0		0		0							
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	44	0	44	44	0	47	1	47	0	47	1	47	0	47	1	47			
	Left-Through		0							0			0				0					
	Through	210	0	240	0	210	271	25	248	0	280	0	248	0	311	0	248	0	311			
	Through-Right		1							1			1				1					
	Right	30	0	0	31	61	0	0	32	0	0	31	63	0	0	0	63	0	0			
	Left-Through-Right		0							0			0				0					
Left-Right		0								0			0				0					
SOUTHBOUND	Left	8	1	8	12	20	20	0	8	1	8	12	20	1	20	0	20	1	20			
	Left-Through		0							0			0				0					
	Through	262	0	362	-1	261	361	7	285	0	395	-1	284	0	394	0	284	0	394			
	Through-Right		1							1			1				1					
	Right	100	0	0	0	100	0	4	110	0	0	0	110	0	0	0	110	0	0			
	Left-Through-Right		0							0			0				0					
Left-Right		0							0			0				0						
EASTBOUND	Left	95	1	95	0	95	95	5	106	1	106	0	106	1	106	0	106	1	106			
	Left-Through		0							0			0				0					
	Through	110	0	189	45	155	230	0	117	0	201	45	162	0	242	0	162	0	242			
	Through-Right		1							1			1				1					
	Right	79	0	0	-4	75	0	0	84	0	0	-4	80	0	0	0	80	0	0			
	Left-Through-Right		0							0			0				0					
Left-Right		0							0			0				0						
WESTBOUND	Left	11	0	11	14	25	25	0	12	0	12	14	26	0	26	0	26	0	26			
	Left-Through		0							0			0				0					
	Through	62	0	165	15	77	211	0	66	0	176	15	81	0	222	0	81	0	222			
	Through-Right		0							0			0				0					
	Right	92	0	0	17	109	0	0	98	0	0	17	115	0	0	0	115	0	0			
	Left-Through-Right		1							1			1				1					
Left-Right		0							0			0				0						
CRITICAL VOLUMES					North-South: 406 East-West: 260 SUM: 666			North-South: 405 East-West: 306 SUM: 711			North-South: 442 East-West: 282 SUM: 724				North-South: 441 East-West: 328 SUM: 769				North-South: 441 East-West: 328 SUM: 769			
VOLUME/CAPACITY (V/C) RATIO:					0.444			0.474			0.483				0.513				0.513			
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.344			0.374			0.383				0.413				0.413			
LEVEL OF SERVICE (LOS):					A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.030	Δv/c after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Gower St			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18			
15		East-West Street: Selma Ave			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 4			
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity																			
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	47	1	47	0	47	47	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0		0					0				0				0	
	Through	653	1	333	0	653	333	168	861	1	438	0	861	1	438	0	861	1	438
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	25	1	25	0	25	25	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	550	0	671	0	550	680	71	655	0	783	0	655	0	792	0	655	0	792
	Through-Right		1							1				1				1	
	Right	121	0	0	9	130	0	0	128	0	0	9	137	0	0	0	137	0	0
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	47	0	47	3	50	50	0	50	0	50	3	53	0	53	0	53	0	53
	Left-Through		0							0				0				0	
	Through	4	0	117	0	4	123	0	4	0	124	0	4	0	130	0	4	0	130
	Through-Right		0							0				0				0	
	Right	66	0	0	3	69	0	0	70	0	0	3	73	0	0	0	73	0	0
	Left-Through-Right		1							1				1				1	
WESTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	0	0	45	0	0	45	0	0	0	48	0	0	0	48	0	0	0	48
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
CRITICAL VOLUMES	North-South:	718		North-South:	727		North-South:	833		North-South:	842		North-South:	842					
	East-West:	162		East-West:	168		East-West:	172		East-West:	178		East-West:	178					
	SUM:	880		SUM:	895		SUM:	1005		SUM:	1020		SUM:	1020					
VOLUME/CAPACITY (V/C) RATIO:		0.640			0.651			0.731				0.742				0.742			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.540			0.551			0.631				0.642				0.642			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.011	Δv/c after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Vine St			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18	
16		East-West Street:			Sunset Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 4	
No. of Phases					4			4			4			4			4			4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0								
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								
Override Capacity					2			2			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	99	1	99	0	99	99	13	118	1	118	0	118	1	118	0	118	1	118						
	Left-Through		0							0				0				0							
	Through	949	2	475	3	952	476	79	1086	2	543	3	1089	2	545	0	1089	2	545						
	Through-Right		0							0				0				0							
	Right	162	1	16	0	162	16	74	246	1	23	0	246	1	23	0	246	1	23						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	154	1	154	0	154	154	83	246	1	246	0	246	1	246	0	246	1	246						
	Left-Through		0							0				0				0							
	Through	981	1	554	2	983	555	89	1130	1	639	2	1132	1	640	0	1132	1	640						
	Through-Right		1							1				1				1							
	Right	127	0	127	0	127	127	13	148	0	148	0	148	0	148	0	148	0	148						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	99	1	99	0	99	99	15	120	1	120	0	120	1	120	0	120	1	120						
	Left-Through		0							0				0				0							
	Through	1461	2	522	12	1473	526	275	1826	2	651	12	1838	2	655	0	1838	2	655						
	Through-Right		1							1				1				1							
	Right	106	0	106	0	106	106	13	126	0	126	0	126	0	126	0	126	0	126						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	146	1	146	0	146	146	68	223	1	223	0	223	1	223	0	223	1	223						
	Left-Through		0							0				0				0							
	Through	1098	2	401	8	1106	404	310	1476	2	540	8	1484	2	542	0	1484	2	542						
	Through-Right		1							1				1				1							
	Right	105	0	105	0	105	105	32	143	0	143	0	143	0	143	0	143	0	143						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 653			North-South: 654			North-South: 789			North-South: 791			North-South: 791								
					East-West: 668			East-West: 672			East-West: 874			East-West: 878			East-West: 878								
					SUM: 1321			SUM: 1326			SUM: 1663			SUM: 1669			SUM: 1669								
VOLUME/CAPACITY (V/C) RATIO:					0.961			0.964			1.209			1.214			1.214								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.861			0.864			1.109			1.114			1.114								
LEVEL OF SERVICE (LOS):					D			D			F			F			F								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Argyle Ave			Year of Count: 2017			Ambient Growth: (%): 1				Conducted by:		GTC		Date: 3/7/18	
17		East-West Street: Sunset Blvd			Projection Year: 2023			Peak Hour: PM				Reviewed by:				Project: Modera Argyle - Alt 4	
		No. of Phases			2			2				2		2		2	
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0		0		0	
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0				0		0		0	
		ATSAC-1 or ATSAC+ATCS-2?			2			2				2		2		2	
		Override Capacity			0			0				0		0		0	

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	El Centro Ave	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18											
18	East-West Street:	Sunset Blvd	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 4											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0												
			2		2		2		2												
			0		0		0		0												
			0		0		0		0												
			0		0		0		0												
			2		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	57	0	57	0	57	57	0	61	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through		0																		
	Through	154	0	327	5	159	332	2	165	0	349	5	170	0	354	0	170	0	354	0	354
	Through-Right		0																		
	Right	116	0	0	0	116	0	0	123	0	0	0	123	0	0	0	123	0	0	0	0
SOUTHBOUND	Left-Through-Right		1																		
	Left-Right		0																		
	Left	43	0	43	7	50	50	3	49	0	49	7	56	0	56	0	56	0	56	0	56
	Left-Through		0																		
	Through	54	0	136	0	54	143	1	58	0	148	0	58	0	155	0	58	0	155	0	155
EASTBOUND	Through-Right		0																		
	Right	39	0	0	0	39	0	0	41	0	0	0	41	0	0	0	41	0	0	0	0
	Left-Through-Right		1																		
	Left-Right		0																		
	Left	45	1	45	0	45	45	0	48	1	48	0	48	1	48	0	48	1	48	1	48
WESTBOUND	Left-Through		0																		
	Through	1529	2	532	9	1538	535	486	2109	2	726	9	2118	2	729	0	2118	2	729	2	729
	Through-Right		1																		
	Right	66	0	66	0	66	66	0	70	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through-Right		0																		
CRITICAL VOLUMES	Left-Right		0																		
	Left	64	1	64	0	64	64	0	68	1	68	0	68	1	68	0	68	1	68	1	68
	Left-Through		0																		
	Through	1269	2	451	16	1285	458	533	1880	2	657	16	1896	2	664	0	1896	2	664	2	664
	Through-Right		1																		
VOLUME/CAPACITY (V/C) RATIO:	Right	83	0	83	5	88	88	4	92	0	92	5	97	0	97	0	97	0	97	0	97
	Left-Through-Right		0																		
	Left-Right		0																		
	North-South:		370		North-South:	382		North-South:	398		North-South:	410		North-South:	410		North-South:	410		North-South:	410
	East-West:	596		East-West:	599		East-West:	794		East-West:	797		East-West:	797		East-West:	797		East-West:	797	
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	966		SUM:	981		SUM:	1192		SUM:	1207		SUM:	1207		SUM:	1207		SUM:	1207	
		0.644			0.654			0.795			0.805			0.805			0.805			0.805	
		0.544			0.554			0.695			0.705			0.705			0.705			0.705	
		A			A			B			C			C			C			C	
	LEVEL OF SERVICE (LOS):																				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gower St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	3/7/18										
19	East-West Street:	Sunset Blvd	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	Modera Argyle - Alt 4										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0 2 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0 2 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0 2 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0 2 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	50	1	50	4	54	54	11	64	1	64	4	68	1	68	0	68	1	68	
	Left-Through		0							0			0		0		0	0		
	Through	484	0	569	0	484	569	80	594	0	690	0	594	0	690	0	594	0	690	
	Through-Right		1							1			1		1		1	1		
	Right	85	0	0	0	85	0	6	96	0	0	0	96	0	0	0	96	0	0	
	Left-Through-Right		0							0			0		0		0	0		
	Left-Right		0							0			0		0		0	0		
SOUTHBOUND	Left	72	1	72	0	72	72	5	81	1	81	0	81	1	81	0	81	1	81	
	Left-Through		0							0			0		0		0	0		
	Through	423	0	477	3	426	480	32	481	0	572	3	484	0	575	0	484	0	575	
	Through-Right		1							1			1		1		1	1		
	Right	54	0	0	0	54	0	34	91	0	0	0	91	0	0	0	91	0	0	
	Left-Through-Right		0							0			0		0		0	0		
	Left-Right		0							0			0		0		0	0		
EASTBOUND	Left	113	1	113	0	113	113	80	200	1	200	0	200	1	200	0	200	1	200	
	Left-Through		0							0			0		0		0	0		
	Through	1452	2	510	15	1467	515	434	1975	2	693	15	1990	2	698	0	1990	2	698	
	Through-Right		1							1			1		1		1	1		
	Right	79	0	79	0	79	79	21	105	0	105	0	105	0	105	0	105	0	105	
	Left-Through-Right		0							0			0		0		0	0		
	Left-Right		0							0			0		0		0	0		
WESTBOUND	Left	72	1	72	0	72	72	3	79	1	79	0	79	1	79	0	79	1	79	
	Left-Through		0							0			0		0		0	0		
	Through	1240	2	456	18	1258	462	450	1766	2	637	18	1784	2	643	0	1784	2	643	
	Through-Right		1							1			1		1		1	1		
	Right	128	0	128	0	128	128	8	144	0	144	0	144	0	144	0	144	0	144	
	Left-Through-Right		0							0			0		0		0	0		
	Left-Right		0							0			0		0		0	0		
CRITICAL VOLUMES			North-South: 641 East-West: 582 SUM: 1223	North-South: 641 East-West: 587 SUM: 1228	North-South: 771 East-West: 837 SUM: 1608	North-South: 771 East-West: 843 SUM: 1614	North-South: 771 East-West: 843 SUM: 1614	North-South: 771 East-West: 843 SUM: 1614	North-South: 771 East-West: 843 SUM: 1614											
VOLUME/CAPACITY (V/C) RATIO:			0.858	0.862	1.128	1.133	1.133	1.133	1.133											
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.758	0.762	1.028	1.033	1.033	1.033	1.033											
LEVEL OF SERVICE (LOS):			C	C	F	F	F	F	F											

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:	North-South Street:		Bronson Ave			Year of Count: 2017			Ambient Growth: (%):			1	Conducted by:		GTC		Date:	3/7/18		
	20	East-West Street:		Sunset Blvd			Projection Year: 2023			Peak Hour:			PM	Reviewed by:				Project:	Modera Argyle - Alt 4	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2						2						2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2		
Override Capacity			0			0			0			0			0			0		
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	40	40	0	42	1	42	0	42	1	42	0	42	1	42	
	Left-Through		0							0				0				0		
	Through	323	0	503	0	323	503	24	367	0	558	0	367	0	558	0	367	0	558	
	Through-Right		1							1				1				1		
	Right	180	0	0	0	180	0	0	191	0	0	0	191	0	0	0	191	0	0	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
SOUTHBOUND	Left	74	1	74	0	74	74	47	126	1	126	0	126	1	126	0	126	1	126	
	Left-Through		0							0				0				0		
	Through	211	0	276	0	211	276	22	246	0	355	0	246	0	355	0	246	0	355	
	Through-Right		1							1				1				1		
	Right	65	0	0	0	65	0	40	109	0	0	0	109	0	0	0	109	0	0	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
EASTBOUND	Left	83	1	83	0	83	83	23	111	1	111	0	111	1	111	0	111	1	111	
	Left-Through		0							0				0				0		
	Through	1678	2	567	15	1693	572	429	2210	2	745	15	2225	2	750	0	2225	2	750	
	Through-Right		1							1				1				1		
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
WESTBOUND	Left	46	1	46	0	46	46	0	49	1	49	0	49	1	49	0	49	1	49	
	Left-Through		0							0				0				0		
	Through	1306	2	460	18	1324	466	443	1829	2	642	18	1847	2	648	0	1847	2	648	
	Through-Right		1							1				1				1		
	Right	73	0	73	0	73	73	21	98	0	98	0	98	0	98	0	98	0	98	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
CRITICAL VOLUMES			North-South: 577 East-West: 613 SUM: 1190			North-South: 577 East-West: 618 SUM: 1195			North-South: 684 East-West: 794 SUM: 1478			North-South: 684 East-West: 799 SUM: 1483			North-South: 684 East-West: 799 SUM: 1483					
VOLUME/CAPACITY (V/C) RATIO:			0.793			0.797			0.985			0.989			0.989					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.693			0.697			0.885			0.889			0.889					
LEVEL OF SERVICE (LOS):			B			B			D			D			D					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Van Ness Ave			Year of Count:			2017		Ambient Growth: (%):			1		Conducted by:		GTC		Date:		3/7/18	
21		East-West Street:			Sunest Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 4	
No. of Phases											2					2					2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											0					0					0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
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					
Override Capacity					2			2			2			2			2			2			2		
					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	83	1	83	0	83	83	23	111	1	111	0	111	1	111	0	111	1	111						
	Left-Through		0							0				0				0							
	Through	48	0	183	0	48	183	0	51	0	230	0	51	0	230	0	51	0	230						
	Through-Right		1							1				1				1							
	Right	135	0	0	0	135	0	36	179	0	0	0	179	0	0	0	179	0	0						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	367	1	367	0	367	367	26	416	1	416	0	416	1	416	0	416	1	416						
	Left-Through		0							0				0				0							
	Through	266	0	287	0	266	287	15	297	0	319	0	297	0	319	0	297	0	319						
	Through-Right		1							1				1				1							
	Right	21	0	0	0	21	0	0	22	0	0	0	22	0	0	0	22	0	0						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	9	1	9	0	9	9	0	10	1	10	0	10	1	10	0	10	1	10						
	Left-Through		0							0				0				0							
	Through	1875	2	634	15	1890	639	463	2453	2	832	15	2468	2	837	0	2468	2	837						
	Through-Right		1							1				1				1							
	Right	28	0	28	0	28	28	12	42	0	42	0	42	0	42	0	42	0	42						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	71	1	71	0	71	71	7	82	1	82	0	82	1	82	0	82	1	82						
	Left-Through		0							0				0				0							
	Through	1274	2	429	18	1292	435	440	1792	2	602	18	1810	2	608	0	1810	2	608						
	Through-Right		1							1				1				1							
	Right	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 550			North-South: 550			North-South: 646			North-South: 646			North-South: 646								
					East-West: 705			East-West: 710			East-West: 914			East-West: 919			East-West: 919								
					SUM: 1255			SUM: 1260			SUM: 1560			SUM: 1565			SUM: 1565								
VOLUME/CAPACITY (V/C) RATIO:					0.837			0.840			1.040			1.043			1.043								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.737			0.740			0.940			0.943			0.943								
LEVEL OF SERVICE (LOS):					C			C			E			E			E								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Wilton Pl			Year of Count:			2017		Ambient Growth: (%)			1		Conducted by:		GTC		Date:		3/7/18		
22		East-West Street:			Sunset Blvd			Projection Year:			2023		Peak Hour:			PM		Reviewed by:				Project:		Modera Argyle - Alt 4		
No. of Phases											2					2					2				2	
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			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			
Override Capacity					2			2			2		2			2		2			2		2			
					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	103	1	103	0	103	103	3	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112			
	Left-Through		0							0				0				0				0				
	Through	391	1	291	0	391	291	2	417	1	310	0	417	1	310	0	417	1	310	0	417	1	310			
	Through-Right		1							1				1				1				1				
	Right	190	0	190	0	190	190	0	202	0	202	0	202	0	202	0	202	0	202	0	202	0	202			
	Left-Through-Right		0							0				0				0				0				
Left-Right		0								0				0				0				0				
SOUTHBOUND	Left	80	1	80	0	80	80	48	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133			
	Left-Through		0							0				0				0				0				
	Through	383	1	239	0	383	239	1	408	1	256	0	408	1	256	0	408	1	256	0	408	1	256			
	Through-Right		1							1				1				1				1				
	Right	95	0	95	0	95	95	2	103	0	103	0	103	0	103	0	103	0	103	0	103	0	103			
	Left-Through-Right		0							0				0				0				0				
Left-Right		0								0				0				0				0				
EASTBOUND	Left	90	1	90	0	90	90	2	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98			
	Left-Through		0							0				0				0				0				
	Through	1500	2	554	3	1503	555	254	1846	2	675	3	1849	2	676	0	1849	2	676	0	1849	2	676			
	Through-Right		1							1				1				1				1				
	Right	163	0	163	0	163	163	7	180	0	180	0	180	0	180	0	180	0	180	0	180	0	180			
	Left-Through-Right		0							0				0				0				0				
Left-Right		0								0				0				0				0				
WESTBOUND	Left	82	1	82	0	82	82	1	88	1	88	0	88	1	88	0	88	1	88	0	88	1	88			
	Left-Through		0							0				0				0				0				
	Through	1123	2	562	5	1128	564	237	1429	2	715	5	1434	2	717	0	1434	2	717	0	1434	2	717			
	Through-Right		0							0				0				0				0				
	Right	150	1	110	0	150	110	21	180	1	114	0	180	1	114	0	180	1	114	0	180	1	114			
	Left-Through-Right		0							0				0				0				0				
Left-Right		0								0				0				0				0				
CRITICAL VOLUMES					North-South: 371			North-South: 371			North-South: 443			North-South: 443			North-South: 443			North-South: 443						
					East-West: 652			East-West: 654			East-West: 813			East-West: 815			East-West: 815			East-West: 815						
					SUM: 1023			SUM: 1025			SUM: 1256			SUM: 1258			SUM: 1258			SUM: 1258						
VOLUME/CAPACITY (V/C) RATIO:					0.682			0.683			0.837			0.839			0.839			0.839						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.582			0.583			0.737			0.739			0.739			0.739						
LEVEL OF SERVICE (LOS):					A			A			C			C			C			C						

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Appendix N.2

Alternative 4 Air Quality Calculations

Residential Use (# of Units)	Avg. # of persons/household	Total # of Residents
200	2.44	488

Commercial Use	Generation Rate	Project SF	No. of Employees
Restaurant	0.00271	15,000	41
Office	0.00479	33,500	161
Total No. of Employees			202

<u>Police Services</u>			
Police Service Population	Generation Rate	Units	No. of Employees
Residential	3	200	600
Restaurant	0.003	15,000	45
Office	0.004	33,500	134
Total No. of Employees			779

Estimated Water Consumption/Wastewater Generation for Alternative 4

Land Use	Unit	Generation Factor ^a	Total Water Demand/Wastewater Generation (gpd)
Existing			
Retail	14,000 sf	0.025 gpd/sf	350
Office	15,182 sf	0.12 gpd/sf	1,822
Warehouse	32,634 sf	0.03 gpd/sf	979
<i>Total Existing</i>			<i>3,151</i>
Proposed^b			
Residential—Studio	33 du	75 gpd/du	2,475
Residential—1-bedroom	138 du	110 gpd/du	15,180
Residential—2-bedroom	29 du	150 gpd/du	4,350
Office	33,500 sf	0.12 gpd/sf	4,020
Restaurant	600 seats ^c	30 gpd/seat	18,000
<i>Total Proposed</i>			<i>44,025</i>
Total Net Water Demand (Proposed – Existing)			40,874
— gpd = gallons per day sf = square feet ^a Sewage generation calculations are based on generation factors provided by City of Los Angeles Bureau of ^b Assumes the same residential unit mix of 16.7% studio, 68.8% 1-bedroom, and 14.5% 2-bedroom as the Project. ^c The estimated number of seats is based on a total of 15,000 square feet of restaurant space, divided by approximately 25 square feet per seat. Source: Eyestone Environmental, 2018.			